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NATIONAL PARTS RETURN PROGRAM

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16. Abstract

The National Parts Return Program involves the voluntary submittal by independent automotive repair shops of failed automotive components. The purpose of this program is to gather information on these components to assist the NHTSA in identifying the existence of safety-related manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall remedy campaigns when it has been determined that a defect relating to motor vehicle safety exists. In addition, the information obtained from these parts is also valuable in preparing Federal Motor Vehicle Safety Standards.

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Technical and Summary Report
National Parts Return Program
June 1977
Final Report

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PREFACE

This final report describes the operation and maintenance of the National Parts Return Program by Kappa Systems, Inc. (KSI) for the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Motor Vehicles Programs, Office of Defects Investigation (ODI). The work described was performed during the period July 1, 1976, through June 30, 1977, under contract (DOT HS-6-01433).

Contract activities have been carried out under the Washington Operations Division, directed by Mr. W. R. T. Oakes, Jr. Program management responsibilities have been carried out by Mr. Bruce E. Beddow.

Program support activities have been provided by Ms. Jonni Peizer, Ms. Lori Mennella, and Mr. Eric Vogel. Consultants promoting new regional enrollment campaigns were provided by EQUIFAX Services, a unit of EQUIFAX, INC., of McLean, Virginia.

KSI gratefully acknowledges the support of Mr. Robert Hellmuth, Chief of the Engineering Analysis Division of the ODI and the guidance provided by Mr. Gary Woodford of the same ODI Division. Mr. Woodford acted as the NHTSA Contract Technical Manager during the entire contract period.

This contract covers the first year of an original contract (executed in July 1976) containing two option years that can be executed by the government. There have been no modifications to this contract during this period.

The final report has been prepared in accordance with DOT Order 1700.18B, "Acquisition, Publication and Dissemination of DOT Scientific and Technical Reports" and DOT-TST-75-97, "Standards of DOT Scientific and Technical Reports."

DEFINITIONS

ACTIVE SHOP, Active Participant, Contributing Shop Participant: a PRP member who has contributed parts or information during the current contract year. Previously, active shop/participant.

COMPONENT IDENTIFICATION CODE: eight-digit code which identifies the specific component, sub-assembly, assembly and/or system for each part, piece, or information or complaint record in the ODI Data Information System.

FLYER: a separate sheet included in some 1975-1976 newsletters which requested specific parts. Printed on colored stock usually in the form of a typical "Wanted" poster.

INACTIVE SHOPS, Inactive Members: a shop that has not contributed parts during the contract year.

"INFORMATION ONLY": PRP record for which no part was submitted. Often parts are not available and/or are repaired. "Information Only" inputs are classified as either submitted from a member or from another source, i.e., vehicle owner.

LEVEL OF PARTICIPATION, Level of Activity: the ratio of active shops to the total number of program enrollees expressed in percentage, i.e., on June 30, 1977, the total number of active shops out of a total membership of 1,878 was 247.

NEW PROGRAM ENROLLEES, New Enrollees, New Enlisted Shop: shops recently enrolled in the PRP.

ODI DATA INFORMATION SYSTEM (DIS): computerized data retrieval system operated for the Office of Defects Investigation. System includes failure data from Vehicle Owners, Manufacturer Technical Service Bulletins, Recall Campaign Part 573 Defect Reports, Engineering analysis and survey data, and data collected through the PRP.

ODI/DIS RECORD NUMBER: unique number assigned to record for assignment and retrieval from ODI/DIS files. There are several series of these, but most common are those beginning with "O" for Vehicle Owner Letters, "H" for Hotlines/PACS, and "P" for Parts Return Program.

PARTS: either components, sub-assemblies, assemblies or systems, in this case, found in automobiles. Term used to include information when counted as a part.

PART NUMBER: a unique ODI/DIS number assigned to a part or piece of information. In some cases, the part number is assigned to related parts, i.e., those that are a part of a larger assembly that failed or where the primary failure in one part caused a secondary failure in another.

"PART SURVEY": several requests made to PRP members for specific kinds of parts, regardless of their failure mode. Scored brake drums are an example.

PREVIOUSLY ACTIVE SHOP/PARTICIPANT: a PRP member who contributed parts during the previous contract year(s) but has not submitted parts during the current contract year.

PROGRAM ENROLLEES/MEMBERS: both active and inactive shops currently enrolled in the PRP. The total PRP membership.

RECORDS: ODI/DIS file description of parts received through the PRP. Usually stated in group of five to six punched cards (out of a possible eight).

SHOP IDENTIFICATION NUMBER: shop ID number, an eight-digit number. The first five digits are the PRP member's zip code and the last three represent a unique sequential number within the member's state.

INTRODUCTION

The Parts Return Program (PRP) has completed its sixth year of operation successfully. The PRP involves the voluntary submittal of failed automotive components to a NHTSA contractor (Kappa Systems, Inc.) by independent automotive repair shops. As well as contributing data and evidence to specific defect investigations, the PRP is a fairly good source of "real world" input into the defect identification process. Over the years, the PRP has increased in scope and objectives although its basic purpose of assisting the National Highway Traffic Safety Administration in uncovering and identifying potential safety-related automotive defects remains intact. This final report addresses only the latest year of operation (July 1, 1976, through June 30, 1977). During the program year, the PRP received its greatest public exposure, including a formal review of its effectiveness, by the National Motor Vehicle Safety Advisory Council. The increased public exposure and program effectiveness determination by the Advisory Council have been helpful in maintaining successful PRP operations.

During the first part of this new program year, we concentrated on finalizing our approach to shops who had been long-time PRP members but had never actively participated. As a result, many shops were deleted from the program. At the same time, we initiated new approaches for shop recruitment and motivation. Some of the results of the approaches for shop recruitment, such as direct mail canvassing, were disappointing, although certain refinements to these methods may prove satisfactory. Of those shops enlisted in the PRP by direct mail, a high percentage have become active contributors. However, most of our program motivational techniques, i.e., a news release from the NHTSA describing the function and mission of the PRP, proved very successful. Likewise, the release of PRP descriptive articles in at least eight publications, and the "Consumer Reporter" television series aired in Minneapolis, Minnesota, proved very successful in producing new shop enrollments.

Several new PRP operational definitions have been established. Some of these definitions differ from our operational procedures of last year, however,

we feel that these new definitions more adequately describe the current operational requirements. These program definitions precede this section.

In terms of program success, the PRP received 1,408 failed automotive parts over the course of this program year. Compared to last year's number (942), this represents a 49% increase in the part count for the year. We achieved this high part count with an average of approximately 1,778 total program members. We do not anticipate that the part count will increase in the following years at this same high rate, although it is possible if many of the existing nonparticipating members are dropped from the program and new replacements are added.

The objectives of the PRP, as stated in the Statement of Work, are 1) to maintain the current number of enlisted repair shops enrolled in the PRP, and 2) to increase the current number of participating shops from those enlisted in the PRP. The measure of program status at any point in time is the "level of activity" (see definitions). This ratio is variable in that a deletion of inactive shops and their subsequent replacement with a greater number of new shops immediately has the effect of lowering the level of activity ratio. On the other hand, a good measure of overall program performance is the total number of active program participants for the year. This year there were 249 active shops. These shops contributed all 1,408 parts received by the PRP (a yield of 5.64 failed parts per shop).

This statistic is interesting in that it identifies certain program operational characteristics. One of these characteristics is that the program is supported by repetitive shops. Once a shop becomes active, it tends to act in a repetitive way. Last year, 232 shops contributed 942 failed parts, which is a yield of 4.06 failed parts per shop. The difference in yield per shop of 1.85 parts between the two years had more impact on the net increase of 463 parts this year than did the increase of 17 active participants (249 - 232 = 17). We like to interpret the two objectives, to maintain the current number of enlisted repair shops and to increase the current number of partici-

pating shops from those enlisted in the program, together and not singly. The overall program objective is really a mix of these individual objectives, specifically, to maintain the right number of enrolled shops that provide the right number of failed parts.

Another measure of program success is the qualitative input received during the course of the program year. Qualitative inputs include 1) the receipt of failed parts that support ongoing defect investigations, 2) the receipt of failed parts that indicate the need for new investigations, and 3) the receipt of "Information Only" inputs that can be related to existing or potential open investigations. Parts and information received during the year have included inputs relating to 17 formal defect investigations, six of which resulted in recall campaigns and numerous engineering analyses. Some of these inputs resulted in opening new investigations, such as alleged safety-related failures of certain Ford Motor Company flex-fans. In addition, credit was given to the PRP for obtaining early and reliable information on the Tru-Spoke Wheel problems, which resulted ultimately in a recall campaign by the manufacturer.

In summary, based upon the evaluation factors used to measure program performance, the PRP has completed a very successful year.

Section 1

PROGRAM COMPONENTS

1.0 General

The PRP involves the voluntary submittal of failed automotive components by independent repair shops. The components are submitted to a representative (KSI) of the NHTSA's Office of Defects Investigation. As well as contributing data and evidence to specific defect investigations, the PRP is a fairly good source of "real world" input into the defect identification process.[1]

During the course of the year ending June 30, 1977, KSI's objective has been to improve both the quality and quantity of the data received through the PRP in support of these goals.

1.1 Parts Processing and Identification

During the period July 1976 through June 30, 1977, 1,408 automotive components were received through the PRP. Figure 1-1 represents an overview of both cumulative and monthly activity during the reporting period. These components were submitted by 249 shops, an average of 5.6 components per shop. On the average, 117 components were received from 41.2 shops each month.

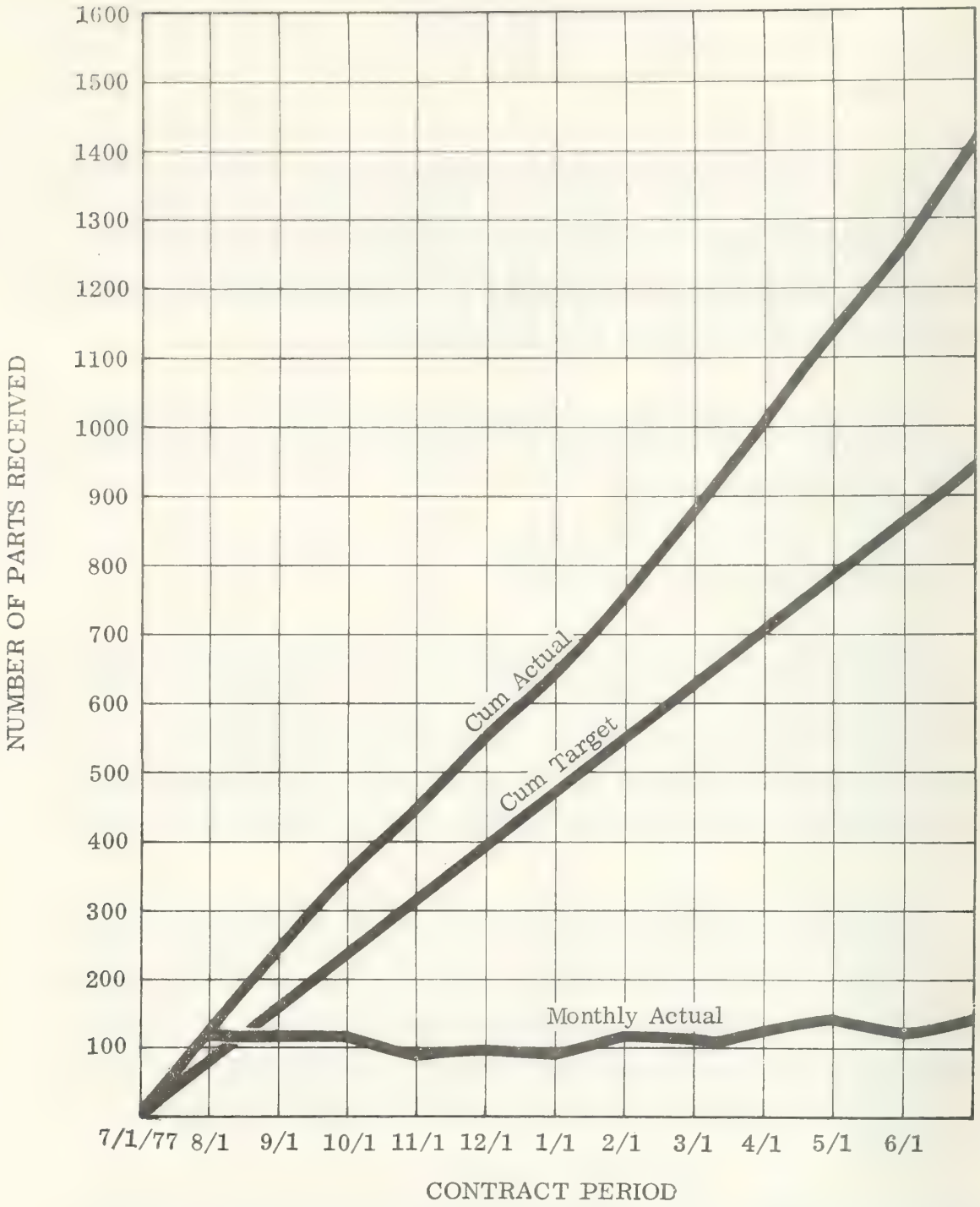
Each failed part received is assigned a record number (PRP number) that identifies it as an input from the PRP. If two or more identical or related parts are received from the same vehicle, each will be assigned the same PRP number.[2] However, information pertaining to each additional part is entered on a corresponding analysis code continuation sheet. Customarily, the number of parts received during the contract period exceeds the number of assigned PRP record numbers.

[1] National Motor Vehicle Safety Advisory Council, Report to W. T. Coleman, Secretary of Transportation, on the safety-defect recall campaign procedures, November 15, 1976.

[2] For example, if a worn wheel bearing and a broken spindle are removed from a vehicle and submitted, each is counted as a part, but is assigned the same record number. See Infra 3.2.1

Figure 1-1

PARTS RECEIVED, MONTHLY AND CUMULATIVE ACTIVITY



1.1.1 "Information Only" Inputs

In addition to failed parts, the PRP solicits and receives information from garages on safety-related defects. In some instances, the physical parts are not available or are repaired. In any case, the shops are encouraged to report the alleged defect to the PRP. The information is identified by assigning a specific series of PRP numbers.[3] All information received from members, regardless of whether this information is from a physical part, from a written document, or from a telephone call, is entered into the Vehicle Owner Letter File of the ODI automated Data Information System (DIS) and is handled in the same manner as parts.

Information is also received by telephone. Members may call KSI to report alleged defect information, or as in some cases, additional defects may be uncovered when we contact a shop. Information received by telephone is recorded on a Telephone Contact Report that has been designed to elicit all relevant data.[4]

During the contract period, 134 "Information Only" inputs were received. Shops are urged to report all potentially safety-related defects, even if parts are not available. The purpose of this effort is to develop a more comprehensive set of data on the types of failures occurring in vehicles in use. Through the use of this feature, the PRP also collects data on failures occurring in vehicles under warranty that are reportedly returned to the dealer for repair. Information received through these methods is summarized by the type of component and model year of the vehicle (Figure 1-2).

Specific information is sometimes requested in the PRP monthly newsletter. If, as in the case of tires, the part is too large to return by mail and not necessary to support investigatory work, the information relative to the component and failure mode will be requested. Usually shops are asked to complete a failed part tag with component and vehicle data, then either mail the tag or include it in the next shipment of parts.

[3] See Infra 3.2.1

[4] See Infra 3.1.2; 3.2.1

"INFORMATION ONLY" INPUT MATRIX

Component Classification														Total All Model Yrs.
01000000 Steering		1	1	2	4	2		1				1	3	15
02000000 Suspension & Wheels		6	11	8	6		2	1				3	14	51
03000000 Service Brakes		2		3	2	2		2	1		1		5	18
04000000 Park/Er. Brake														0
05000000 Engine, Engine Cooling		1	2		2			5					1	11
06000000 Fuel, Carb., Throttle, Exh.		1	2	3		1		1					1	9
07000000 Power Train, Driveline			2	2	1	1	1						5	12
08000000 Electrical Systems			2	1		1	1						2	7
09000000 Lighting & Communication														0
10000000 Visual Systems		1												1
11000000 Heater, Defrost., Defog.			1											1
12000000 Interior Systems														0
13000000 Structure, Body		1	2			2		1		1			2	9
15000000 Equipment														0
Total All Comp. Class.		13	23	19	15	9	4	11	1	1	1	4	33	Grand Total 134
	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	Other	

Figure 1-2

Often a shop will write us describing a problem encountered on several vehicles, or will describe a problem to us that they have been unable to correct. Some members have provided information on defective after-market parts and equipment.

In addition to written correspondence, the PRP has received photographs provided by some shops, when a description of the problem is insufficient or the defect does not involve a returnable part. The photographs are forwarded to the Office of Defects Investigation along with a failed part data sheet and any accompanying correspondence. One photograph provided by a shop was used in an issue of the PRP News (vol. 2, #7, January 1977). This and other examples are contained in Section 4.

It is encouraging that a shop employee or owner would take time to write a letter. The telephone calls and written correspondence received over this contract period indicate a continued active interest in the PRP on the part of its members.

1.2 New PRP Operational Approaches

To improve the quality and timeliness of the data processed through the PRP and to assist other offices of the NHTSA, four new programs were developed and implemented during the reporting period.

1.2.1 "Parts Survey"

In July 1976, the PRP News included a flyer requesting shops to submit worn or grooved brake drums, regardless of the cause of wear. The parts were needed for a NHTSA research program that was directed toward determining what effect, if any, scored drums and rotors have on vehicle safety. This was the first "Parts Survey" conducted and it is still operating. The plan was successful in terms of the number of parts received, with a total of 63 brake parts submitted by the end of the contract period. One problem encountered in the plan was that many parts did not fit in the mailbags and had to be mailed separately or shipped

via parcel service. Written correspondence received by the PRP from several shops indicated that parts were not returned because either they did not fit in the bag or the Post Office would not accept the bag. In some cases, special shipping arrangements were made using private carriers.

The second "Parts Survey" involved tire failures. Shops were requested to send information on tire failures, in particular, on the Firestone "Steel Belt" radial 500. In addition to vehicle data, the shops were asked to include the tire size and serial number, a description of the defect, and the result. During this contract year, 20 failures were reported.

The PRP provided the Office of Statistics and Analysis, Accident Investigations Division, with selected failed parts to use in a training program for investigators. Thirteen parts and a set of slides were loaned covering several kinds of failures.

1.2.2 Data Collection - New Model Vehicles

A study of the parts received by the PRP during the first six months of operation revealed that only 10.2% were for vehicles two years old or younger (1975 through 1977 models). The largest group of parts received were for 1973 model year vehicles, and over 50% of the parts received were for vehicles manufactured from 1971 through 1974.

Based on this accounting of parts received, several procedures were implemented to improve the quality of the limited newer model data and to collect additional parts and information if possible. The PRP News was instrumental in this plan, with articles on failures occurring in newer vehicles and requests for further data, even if parts were not available. Anticipating that shops would be aware of some failures on new cars that had been repaired under the manufacturer's original warranty, requests for information on safety-related defects in new cars were included in the publication.

The procedures were successful in two ways. First, the number of parts from newer model vehicles increased slightly. Figure 1-3 compares the percentage of the parts submitted for each model year (1966 through 1977 and 1960 through 1965) to the total number of parts received during the first half of the contract period (July 1, 1976, through December 13, 1976) and during the second half of the contract year (December 14, 1976, through June 30, 1977). As the graph indicates, a slightly larger percentage of the parts received during the second six-month period were from newer models.

Second, the procedures had an impact on the number of parts returned from older models (1968 to 1971). For both six-month periods, there is a marked decrease in parts received between the model years 1973 and 1972. During the first six-month period, the percentages of parts returned for 1970, 1971, and 1972 model years are about equal at roughly 12%. However, during the second six-month period, there is a steady decline from 11.7% in 1972 to 8.3% in 1970. In the 1969 model year, the percentage of parts returned during the first period, from July 1, 1976, to December 13, 1976, drops sharply again to 7.3%, while the second period, from December 14, 1976, to June 30, 1977, maintains a steady decline to 6%. The two periods even out again in 1967 at about 3.5% and remain close to this figure for the 1966 model year and for 1965 through 1960 model years.

Cumulatively, 13.6% of the parts received during the contract year were from vehicles of model years 1975 through 1977. As was the case during the first six months of the contract year, the largest number of parts returned are from 1973 model year vehicles (Table 1-1).

1.2.3 Supplemental Data

A procedure to follow up on reported failures in newer model cars was developed and eventually expanded to cover failures where accidents were indicated or pertinent data was missing. Guidelines requiring a follow-up call to shops submitting parts from current year or one-year-old vehicles (for this report, 1977 and 1976) to obtain all missing data have been implemented. A reporting form has been

Figure 1-3

Percentage of Total Parts Received
For Model Years 1966 through 1977
and 1960 through 1965

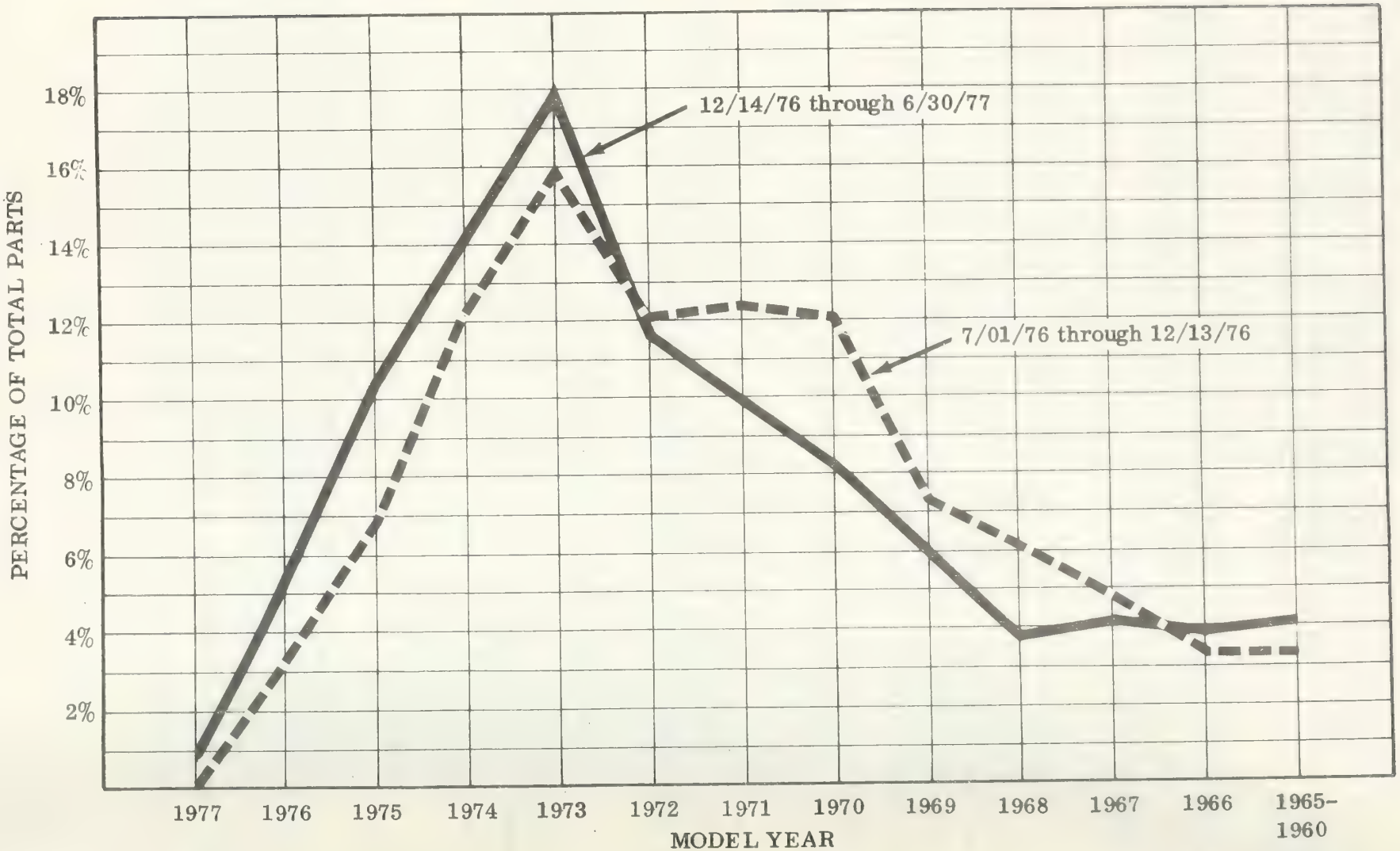


Table 1-1

PARTS AND INFORMATION RECEIVED FROM JULY 1, 1976, THROUGH JUNE 30, 1977, BY MODEL YEAR OF VEHICLE AND BY RECORD NUMBER[1]

Model Year	Number as of December 13, 1976	Cumulative number as of June 30, 1977
1977		4
1976	16	47
1975	34	93
1974	60	140
1973	77	178
1972	59	125
1971	61	117
1970	59	105
1969	36	70
1968	30	52
1967	24	47
1966	16	38
1965-1960	18	41
TOTAL	490[2]	1,057[2]

[1]Does not include subsequent parts for records with more than one component for parts returned in pairs, i.e., shock absorbers.

[2]Does not include records with unknown model years or for model years prior to 1960.

developed to record the supplementary data, which at this time is obtained by telephone contacts. In the course of completing the reporting form, contributing shops are asked questions regarding the cause and result of the failure and regarding possible similar occurrences in other vehicles. Vehicle owner data, including the telephone number, is requested and the shop is asked if the owner may be contacted.

Vehicle owners are not contacted routinely. If pertinent data is still missing after contacting the shop, the owner will be contacted if the shop owner or manager's permission is obtained, however, it is rarely necessary.

1.3 Failed Parts Summary

During the period July 1, 1976, to June 30, 1977, 1,408 allegedly failed parts and "Information Only" inputs were received and processed through the PRP. The PRP contributed parts and/or information that related to 17 formal defect investigations and numerous engineering analyses.

The PRP solicits safety-related defective parts that are bent, cracked, broken, torn, loose, leaking, inoperative or malfunctioning, improperly manufactured or installed, or have otherwise failed for reasons not associated with owner abuse or normal wear characteristics, unless the damages are premature. The initial determination of whether the defect is safety-related or not is left up to the discretion of the shop, however, they are frequently reminded that any items that are questionable should be forwarded to the PRP. Restrictions on the types of parts or failure mode might prevent the return of other safety-related defective components rather than improve the quality of the parts returned. Therefore, our efforts have been directed towards educating shops on examples of safety-related defects.[5]

[5] Infra 4.1.3

1.3.1 Parts Supporting Current Investigations - Summary

As of June 1977, some parts were determined to be of specific interest to the NHTSA and were considered to support ongoing investigations. Table 1-2 provides a summary of these investigations.

1.3.2 Parts Supporting Recall Campaigns - Summary

In addition to the ongoing investigatory work conducted by the NHTSA, several cases were closed with the initiation of manufacturer recall campaigns in which the PRP played a significant role. In fact, one investigation resulting in a recall campaign was opened as a result of a part submitted through the PRP. These cases are summarized in Table 1-3.

1.3.3 Number of Parts by Component Classification and Type - Summary

A summary of the percentage of failed parts by major component assembly areas appears in Figure 1-4.

Table 1-2

PARTS SUPPORTING CURRENT INVESTIGATION

Case No.	Component Description/ Possible Problems/Status	Vehicles Years	Mfg(s)	Make(s)	Model(s)
C4-09	Brake Proportioning Valve, rear wheel lockup rear wheel lockup Open	1967-1972	CHRYSLER	Dodge, Plymouth	Darts, Valiants
C4-17	Steering Tie Rod separation of ball from socket Open	1971-1972	GM	Chevrolet GM	Series C, P, G-10 Trucks Series C, P, G-1500 Trucks
C4-18	Engine Mounts secondary effects from shearing of engine mounts Open	1965-1969 1965-1970	FORD	Ford Mercury Ford, Mercury	Fairlane, Ranchero Montego Falcon, Comet
C4-28	Rack and Pinion Steering alleged steering difficulty or loss of steering control Open	1971-1972	FORD	Ford	all Pintos
C4-29	Non-Metallic Fast Idle Cam breakage causes throttle jamming in open position Open	1968-1974	FORD	all	all with 4-barrel carburetors
C4-44	Carburetor Float alleged carburetor flooding due to float saturation Open	1965-1972	GM	all	all with Rochester carburetors
161	Power Brake Vacuum Check Valve no power assist with failure in Litigation	1965-1971	GM, CHRYSLER, AMC, FORD	all	
258.5	Engine Mounts secondary effects from shearing of engine mounts Recalled	1965-1969	GM	Cadillac, Olds., Buick, Pontiac	Wildcat, Electra, Cadillac except Eldorado
C2-53	Dual Brake Master Cylinder failure of cylinder due to corrosion Open	1967 and later	FORD	all	
C3-18	Steering Wheel breakage at hub Closed	1968-1970	GM	Chevrolet	Impala
C3-29	Windshield Wiper Arm Shaft and Motor arm detaches from drive shaft, motor fails due to underpower in Litigation	1971-1973	FORD	Mercury	Capri
C5-07	Timing Gear and Chain failure of timing gear and chain Open	1966-1972	GM	Pontiac	all equipped with V8 engines
EA6-023	Wire Spoke Wheel possibility center disc can break Recalled		Wheel Specialties Co.	Tru-Spoke	all on vehicles over 5,000 GVW
FMVSS 109	Steel Belt Radial Tire, tread high speed test failure, possible distortion or separation in tread area Recalled		Firestone	Steel Belt Radial	Radial 500, HR78 X 14 & HR78-15, tubeless, load range B, with 5-rib tread design
C7-11	Fuel System alleged fuel system integrity problems Open	1974	V.W.	Porsche	Porsche with 914 engine
C7-21	Power Brake Booster booster failure Open	1971-1977	GM	Chevrolet, Pontiac, Buick Cadillac, Olds., GMC Trucks	all
C7-24	Flex Fan fan blade breakage	1970-1977	FORD	Ford Mercury	passenger cars and light trucks

Table 1-3

PARTS SUPPORTING RECALL CAMPAIGN

Recall Campn. No.	Vehicle Year Make/Model	Component Description/ Possible Problem
76V-120	1965-67 Buick Wildcats and Electra 225's 1970 Cadillacs (except Eldorados) with cruise controls	engine mount possible throttle jamming
76V-160	1965-66 Chevrolets 1966 Buicks (all with Rochester carburetors)	carburetor fuel inlet plug could work loose causing fuel to be pumped on engine
76E-020	Wheel Specialties Co., Tru-Spoke Wheels all equipped on vehicles over 5,000 GVW	wire wheel possibility wheel could become structurally unsound on vehicles over 5,000 GVW
76T-006	Firestone Tire and Rubber Co. Steel Belt Radial '500' HR 78 x 14 and HR 78 x 15, tubeless, load range B with 5-rib tread design	tire tread/belt failure of FMVSS 109 high speed test, possible distortion or separation in tread area
77V-097	1972 Ford, Lincoln, Mercury, Montegos, Torinos, and Rancheros equipped with air conditioning and either a 302, 351, or 400 cid engine	seven-blade flex fan possibility fan blades can break off
77V-125	1976-77 Ford, certain Fords and Mercurys 1977 Lincolns with 400 cid engines	five-blade flex fans can break off

Figure 1-4

TYPES OF FAILED PARTS RECEIVED

JULY 1, 1976, THROUGH JUNE 30, 1977

Major Assembly Classification	Percent of Total Received
Brakes - Hydraulic System	26.4
Engine	14.6
Suspension - Independent Front	8.8
Steer Linkage	8.3
Lighting & Communications, Switch, Button, or Ring	5.4
Fuel Systems	3.7
Electrical System Ignition	3.3
Engine Cooling System	2.6
Fuel Carburetion	2.4
Exhaust/Crankcase Emission Control Devices	1.8
Power Train - Driveline	1.8
Heater, Defroster, Defogger - Water	1.7
Exhaust System	1.6
Tires	1.4
Steering Gear Box	1.4
Alternator - Regulator - Starter	1.2
Power Train - Clutch Assembly	1.2
Steering - Power Assist	1.2
Suspension - Single Axle Rear	1.2
Suspension - I Beam Solid Front	.9
Power Train, Automatic Transmission	.9
Steering Wheel and Column	.9
Throttle Linkages and Control	.9
Rack and Pinion Steering Gear	.8
Structure, Frame, Members, and Body	.7
Power Train - Transmission	.7
Wheels	.7
Communications - Horn Assembly	.3
Parking - Emergency Brake, Mechanical	.3
Visual Systems - Windshield Wipers and Washer	.3
Fuel Injection System	.2
Equipment	.2
Lighting & Communications, General or Unknown Component	.2
Suspension - Twin I Beam Solid Front	.1
Electrical System - Battery	<.1
Electrical System - Fuse and Fuse Receptical	<.1
Interior Instruments and Instrument Panel	<.1
Interior Systems - Active Restraints	<.1
Lamp or Socket	<.1
Suspension	<.1
Visual Systems - Glass	<.1

The failed parts received during this contract period covered 153 separate and distinct motor vehicle component areas. These major areas, as defined by the component classification coding manual of the ODI/DIS, are contained in Table 1-4 on the following pages with a detailed description of the components and the quantity of each.

1.3.4. Detailed Records in the ODI Data Information System by Component Classification

The Vehicle Owner Letter File of the ODI/DIS[6] contains 1,177 detailed records from the PRP representing a total of 1,408 separate failed parts or information inputs. These records depict the identification of the part; a description of the failure; and identification of the make/model, model year, and mileage of the vehicle involved. Also included in this record is an identification of the shop that sent the part, the unique PRP number, identification of multiple component failures, the date the part was received by the PRP, and a location number (bin number) where the part can be found in our storage facility.

[6] See Supra 1.1

Table 1-4

FAILED PARTS SUMMARY

Major Assembly Classification	Component Classification	Description	Quantity Received
01100000		Steering Wheel & Column	1
	01110	Wheel-handlebar	1
	01150	Steering Column Shaft Upper	2
	01160	Column Coupling	9
		TOTAL	13
01200000		Steering Gear Box	1
	01210	Manual steering gear	7
	01220	Power steering gear	10
	01230	Unknown type steering gear box	2
		TOTAL	20
01300000		Steering Power Assist	2
	01310	Pump	3
	01330	Hose-fluid	12
		TOTAL	17
01400000		Steering Gear Rack & Pinion	1
	01410	Lower flexible pinion shaft	1
	01420	Pinion shaft	2
	01430	Steering gear-rack	8
		TOTAL	12
01500000		Steering Linkages	
	01510	Arm pitman	4
	01520	Link, drag-connection	3
	01530	Arm, idler & attachment	43
	01550	Tie-rod, inner	4
	01560	Tie-rod, end	44
	01570	Sleeve, tie-rod-adjustable	9
	01580	Knuckle-spindle-arm	8
	01590	Steering linkages-other	2
		TOTAL	117
02000000		Suspension	
02100000		Suspension-Independent-Front	2
	02110	Attaching mechanisms	10

Major Assembly Classification	Component Classification	Description	Quantity Received
	02120	Shock absorber	18
	02130	Control Arm - unknown type	11
	02140	Control Arm - upper	31
	02150	Control Arm - lower	37
	02160	Spindle-knuckle; steering	6
	02170	Bearing-wheel	9
		TOTAL	124
02200000		Suspension - I Beam, Solid Front	
	02210	Suspension - I beam (non power axle)	9
	02250	Spindle-knuckle	5
		TOTAL	14
02300000		Suspension - Twin I Beam, Solid Front	
	02340	Coil Spring	2
		TOTAL	2
02400000		Suspension Single Axle, Rear	
	02410	Leak spring assembly	5
	02420	Control arm	6
	02460	Shock absorber	6
		TOTAL	17
02600000		Wheels	
	02620	Wheels - single	10
		TOTAL	10
02700000		Tires	3
	02730	Tires ply	9
	02740	Tires tread	8
	02770	Tires other	1
		TOTAL	21
03200000		Brakes - Hydraulic System	
	03210	Pedals & Linkages	9
	03220	Power assist-vacuum system	17
	03230	Master cylinder	89
	03240	Lines-fittings	125
	03260	Shoe & drum system	41

Major Assembly Classification	Component Classification	Description	Quantity Received
	03270	Shoe disc brake system	90
	03280	Brake warning switch	1
		TOTAL	372
04100000		Parking-Emergency Brake-Mechanical	
	04110	Lever setting mechanism	5
		TOTAL	5
05100000		Engine	
	05110	Engine mounts	129
	05130	Engine pulley, crankshaft	4
	05140	Engine flywheel	24
	05150	Engine, other parts	49
		TOTAL	206
05200000		Engine Cooling System	
	05210	Radiator	1
	05220	Hoses	2
	05230	Pump, water	15
	05240	Fan	10
	05270	Cooling system-other parts	10
		TOTAL	38
06100000		Fuel Systems	
	06110	Fuel tank assembly	24
	06120	Fuel emission control	1
	06130	Fuel lines, fittings & pump	27
	06140	Fuel system-other parts	1
		TOTAL	53
06200000		Fuel Carburetion	
	06210	Carburetor-unknown type	8
	06220	Carburetor-single	7
	06230	Carburetor-double	11
	06240	Carburetor-four barrel	7
	06250	Carburetor-other parts	2
		TOTAL	35
06300000		Fuel Injection System	
	06310	Fuel injection-unknown type	2

Major Assembly Classification	Component Classification	Description	Quantity Received
	06320	Fuel injection-electrical	2
		TOTAL	4
06400000		Throttle Linkages & Control	1
	06430	Accelerator, flexible	12
		TOTAL	13
06500000		Exhaust/Crankcase Emission Control Devices	18
	06510	Air pump	3
	06530	Check valve	5
		TOTAL	26
06600000		Exhaust System	1
	06610	Manifold-engine	12
	06620	Pipe-exhaust	7
	06640	Tail pipe	2
	06650	Catalytic converter system	1
		TOTAL	23
07100000		Power Train Clutch Assembly	7
	07120	Linkage, flexible	5
	07130	Linkage, rigid	1
	07140	Cross shaft pivot	2
	07150	Throw-out release lever	1
	07180	Clutch driven plate	1
		TOTAL	17
07200000		Power Train Transmission	1
	07210	3-speed	1
	07220	4-speed	2
	07240	Unknown type	6
		TOTAL	10
07300000		Power Train Transmission Automatic	11
	07320	Column shift, lever & linkage	1

Major Assembly Classification	Component Classification	Description	Quantity Received
	07330	Floor shift, lever & linkage	1
		TOTAL	13
07400000		Power Train Drive Line	
	07410	Universal joint	9
	07450	Differential unit	4
	07460	Axle assembly	12
	07470	Other part	1
		TOTAL	26
08100000		Electrical System	
	08120	Battery	1
		TOTAL	1
08200000		Alternator, Regulator, Starter	
	08210	Alternator-generator	4
	08220	Regulator	3
	08230	Starter	8
	08240	Other part	2
		TOTAL	17
08400000		Electrical System - Fuse & Fuse Receptical	
	08430	Fuse Receptical	1
		TOTAL	1
08500000		Electrical System - Ignition	
	08510	Ignition switch	6
	08520	Switch, neutral start	5
	08530	Wiring, primary and secondary	13
	08540	Electronic control unit	4
	08550	Other part	19
		TOTAL	47
09000000		Lighting & Communications Systems	
	09010	General or unknown component	3
		TOTAL	3

Major Assembly Classification	Component Classification	Description	Quantity Received
09100000	(091XX)	Switch-Button-Ring	77
		TOTAL	77
09200000	(092XX)	Lamp or Socket	1
		TOTAL	1
09500000		Communications - Horn Assembly	
	09510	Horn assembly, button, ring	3
	09530	Horn	2
		TOTAL	5
10100000		Visual Systems - Glass	
	10110	Windshield	1
		TOTAL	1
10300000		Visual Systems- Windshield Wiper & Washer	
	10310	Windshield Wiper	5
		TOTAL	5
11000000		Heater, Defroster, Defogger and Ventilation	
	11100	Water-heater, defroster, defogger	10
	11600	Air conditioner	15
		TOTAL	25
12200000		Interior Systems - Active Restraints, Seats & Shoulder Belts & Belt Anchor	
	12210	Seat belts, lap front	1
		TOTAL	1
12400000		Interior Instruments & Instrument Panel	
	12430	Speedometer-odometer	1
		TOTAL	1
13100000		Structure - Frame, Members & Body	
	13110	Structure - frame, members	7
	13140	Shields - protectors, lines, tubing	1

Major Assembly Classification	Component Classification	Description	Quantity Received
	13150	Body ID - markings, label	1
	13170	Structure, frame, members & Body - Truck	2
		TOTAL	11
15000000		Equipment	
	15300	Speed control	1
	15500	Jacks	1
	15900	Other	1
		TOTAL	3
		GRAND TOTAL PARTS RECEIVED	1,408

The following pages comprise a cumulative report of all parts and information received by the PRP from July 1, 1976, through June 30, 1977. The records in this report are grouped by component classification, i.e., steering, suspension, brakes, etc.

PARTS RETURN PROGRAM

77/07/29 PAGE 0001

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02588	A	770427	01100000		STEERING WHEEL AND COLUMN		03	B	065000	036108002
					70	000403 CHEVROLET	0000 CHEVROLET				
						HUB BROKE FROM CENTER. HUB SPLINES ARE GOOD. WHEEL IS CRACKED AT PERI-METER ON BOTH SIDES OF CROSS PIECE.					
40005	P01909	A	760926	01110000		STEERING WHEEL-HANDLEBAR		08	C	096792	051106004
					69	000403 CHEVROLET	0312 IMPALA				
						PLASTIC PORTION OF WHEEL IS CRACKED TO CENTER METAL HUB. WHEEL IS ALSO CRACKED WHERE SPOKES MEET RIM. RIM IS CRACKED 90 DEG. FROM EACH SPOKE.					
30024	P01663	A	760712	01150000		STEERING COLUMN SHAFT-UPPER		15	C	000000	020009003
					71	110201 AUSTIN DIVISION	0100 AUSTIN				
						SPLINES ON COLUMN BOTTOM END WORN. COULD NOT TURN PINION SHAFT					
50020	P02143	A	761213	01150000		STEERING COLUMN SHAFT-UPPER		03	C	071856	092109035
					71	000301 FORD DIVISION	0600 PINTO				
						FLEXIBLE PORTION OF STEERING SHAFT FRAYED- METAL TWINE BROKEN					
50016	P02052	A	761021	01160000		STEERING COLUMN COUPLING		03	B	070000	097266002
					67	110202 TRIUMPH DIVISION	0100 TRIUMPH				
						RUBBER PORTION OF COUPLING SEPARATED FROM METAL. RUBBER PORTION HAS SERIES OF SMALL CRACKS. LOSS OF STEERING, BINDING & LOCK-UP					
30025	P01662	D	760712	01160000		STEERING COLUMN COUPLING		00	C	060000	020009003
					72	000303 MERCURY	0100 CAPRI				
						STEERING SHAFT COMPOSITE U-JOINT SPLITTING-LARGE RUBBER PAD					
10032	P02674	A	770519	01160000		STEERING COLUMN COUPLING		56	B	047088	011204002
					72	000303 MERCURY	0100 CAPRI				
						#7UEB-3B 763 A-A: FLEXIBLE RUBBER PORTION WEAKENED - CLAIMS SHIMMY					
50023	P02116	A	761129	01160000		STEERING COLUMN COUPLING		03	C	000000	097266002
					73	000303 MERCURY	0100 CAPRI				
						RUBBER INSULATOR AT COUPLING BROKE, DETERIORATED. CONDITION WOULD CAUSE EXCESS. PLAY IN STEERING.					
30007	P01859	A	760908	01160000		STEERING COLUMN COUPLING		34	C	000000	020800002
					72	000303 MERCURY	0102 CAPRI 2600				
						STEERING COL.COUPLING RUBBER SHOCK ABSORBER SPLIT FROM METAL, TORN. THIS CONDITION WOULD CAUSE PLAY & LOOSENESS IN STEERING.					

PARTS RETURN PROGRAM

77/07/29 PAGE 0002

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50037	P02284	A	770124	01160000		STEERING COLUMN COUPLING		44	B	039400	080910072
					73	000303 MERCURY	0102 CAPRI 2600				
						U-JOINT AT COLUMN END IS STIFF NEARLY FROZEN. RUBBER COUPLING AT OTHER END APPEARS SOFT, CRACKED AT ONE POST. NO FITTING ON U-JOINT-ID-AAT095					
30001	P01819	A	760824	01160000		STEERING COLUMN COUPLING		15	C	036416	054911002
					72	000301 FORD DIVISION	0600 PINTO				
						U-JOINT FROZE MAKING STEERING VERY DIFFICULT					
50031	P02477	A	770330	01160000		STEERING COLUMN COUPLING		15	C	018404	068102007
					75	000301 FORD DIVISION	0700 THUNDERBIRD				
						U-JOINT PORTION OF STEERING COUPLING FROZEN ALONG ONE JOURNAL AXIS. SHOP CLAIMS BINDING & HARD STEERING.				
50013	P02032	A	761027	01160000		STEERING COLUMN COUPLING		09	C	048661	098126073
					65	000401 BUICK	0900 BUICK UNKNOWN				
						RUBBER PORTION OF COUPLING IS TORN AT BOLT HOLES - RESULT OF COLLISION					
10026	P02617	A	770428	01200000		STEERING GEAR BOX		28	C	022000	053140014
					74	000101 AMERICAN MOTORS DV	0601 JAVELIN AMX				
						3 BOLTS BROKE STEERING BOX IN FRAME/STEERING BOX MOUNTING PLATE					
50037	P02290	A	770120	01210000		MANUAL STEERING GEAR BOX		44	C	070000	092627017
					72	000403 CHEVROLET	0900 VEGA				
						SHOP CLAIMS STEERING BOX IS WORN OUT. BALL BEARINGS BROKE OUT OF RETAINER. PARTS WELL GREASED-APPARENTLY NO EXCESSIVE SCORING					
30014	P01770	A	760811	01210000		MANUAL STEERING GEAR BOX		44	C	006775	094110115
					74	000403 CHEVROLET	0900 VEGA				
						LOCK NUT LOOSE-WORM BEARING ADJUSTING NUT BACKED OFF CAUSING LEAKAGE & BINDING OF WORM&SECTOR-ROUGH ACTION OF STEERING GEAR BOX					
	P82005	A	761112	01210000		MANUAL STEERING GEAR BOX		34	B	000000	083651021
					66	000102 JEEP DIV	5102 JEEP WAGONEER				
						STEERING GEAR BOX BRACKET BROKE AWAY FROM FRAME, FAULTY WELD ON BRKT					
10031	P02645	A	770512	01210000		MANUAL STEERING GEAR BOX		33	B	038000	003103010
					72	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						#RF-C8UR-3550-A: CLAIMS STEERING BOX LOCKED - WORM GEAR RETAINER MISSING AND SHAFT LOOSE - ACTION IRREGULAR					

PARTS RETURN PROGRAM

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50006	P01968	A	761004	01210000		MANUAL STEERING GEAR BOX		28	B	029002	019380005
					74	000305 FORD TRUCK DIV	5208 E250 CARGO VAN				
						STEERING BOY JAMS DOES NOT ROTATE FULLY. SUSPECT INTERNAL BREAK. ADD'L I.D. C8UR-3550-A (TAG SMAS-4D-10C)				
50016	P02061	A	761020	01210000		MANUAL STEERING GEAR BOX		03	B	021696	023513001
					75	000407 CHEVROLET TRUCK DV	5603 P30				
						WORM GEAR, HOUSING & PITMAN SHAFT RETURNED. HOUSING-CRACKED IN 2, WEAR ON RACES OF BOTH GEAR & HOUSING. PITMAN SHAFT RACE SHOWS WEAR MARKS.					
50041	P02422	A	770310	01211000		MANUAL STEERING SHAFT-LOWER WORM		03	C	015567	084111015
					76	000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)				
						WORM GEARS IN GOOD CONDITION-COLLAR AT WORM GEAR BEARING CHIPPED APPARENTLY FROM LOOSE SMALL METAL PIECE IN BOX-4WD				
10007	P02496	A	770407	01220000		POWER STEERING GEAR BOX		03	C	071682	001230005
					72	000405 PONTIAC	0000 PONTIAC				
						COVER PLATE IS CRACKED & WORN OUT AROUND FITTING HOLE-WILL NOT STEER					
10007	P02496	B	770407	01220000		POWER STEERING GEAR BOX		32	C	071682	001230005
					72	000405 PONTIAC	0000 PONTIAC				
						SEAL IS CRACKED AND DISTORTED- SOME DAMAGE FROM REMOVAL- LEAKED					
50033	P02221	A	761217	01220000		POWER STEERING GEAR BOX		50	C	022577	068510002
					75	000402 CADILLAC	0201 FLEETWOOD 75				
						EXTREME CHATTERING WHEN CORNERING. MAIN BORE OF HOUSING SCORED AT CNTR SMALL COLUMN BORE SCORED. SHOP CLMS. CAUSED BY HEAT FROM EX MANIFOLD					
50013	P02016	A	761022	01220000		POWER STEERING GEAR BOX		03	C	007413	008109100
					76	000404 OLDSMOBILE	0203 DELTA 88 ROYALE				
						GROOVE FOR SNAP RING AT END OF STEER. BOX IS CRACKED 100 DEG AROUND PISTON WILL EXTEND TO GROOVE,POSS. CONTACT END PLATE.I.D-688,5691676					
30015	P01771	A	760811	01220000		POWER STEERING GEAR BOX		32	C	058000	036108032
					71	000401 BUICK	0405 ELECTRA 225				
						VERY FINE CRACK-1"LONG IN CASING NEAR SEAM ON MOUNTING SIDE-LEAKS WHEN INPUT SHAFT ROTATED.					
	P81986	A	760903	01220000		POWER STEERING GEAR BOX		28	C	043136	060076001
					72	000405 PONTIAC	0702 GRAND VILLE				
						POWER STEER. GEAR BOX SPLIT IN FRONT CAUSING LOSS OF POWER. OWNER LETTER - DEALER RETAINED PARTS.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PBP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81742	A	760730	0122000		POWER STEERING GEAR BOX		15	C	000000	015223121
					74	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						LOWER BEARING & CUP BROKE CAUSING SEVERE BINDING. DEALER RETAINED PART AND REFUNDED OWNER FOR REPAIRS.					
50041	P02422	C	770310	0122000		POWER STEERING GEAR BOX		03	C	015567	084111015
					76	000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)				
						POWER PISTON IS BROKEN IN GEARBOX-SUSPECT DAMAGE SUSTAINED FROM EXCESSIVE FORCE APPLIED THRU STEERING SYSTEM-ID:76B20				
50041	P02422	B	770310	0122300		POWER STEERING SHAFT-PITMAN		03	C	015567	084111015
					76	000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)				
						GEARBOX TEETH ARE BROKEN OFF OF PITMAN SHAFT					
10010	P02549	A	770329	0122300		POWER STEERING SHAFT-PITMAN		44	C	065000	004104003
					71	000305 FORD TRUCK DIV	5111 F250				
						STEERING BOX PITMAN SHAFT IS BENT					
50030	P02191	A	770103	0123000		UNKNOWN TYPE STEERING,GEAR BOX		03	C	116827	095401045
					67	000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)				
						BUSHING PILOT HOUSING IN STEER. GEAR SIDE PLATE BROKE, CRACKED IN SEV. PLACES. CSD. EXCESS PLAY IN STEER. BUSH. SCORED ADD'L ID- 3580-B					
50040	P02424	A	770316	0123300		UNKNOWN TYPE STEERING,SHAFT-PITMAN		03	C	075790	023222023
					72	000101 AMERICAN MOTORS DV	0100 AMBASSADOR				
						PITMAN ARM STUD BROKE ACROSS DIAMETER 5/18 INCH BELOW BASE OF THREADS ID:29 AM 3					
50026	P02150	A	761130	0130000		STEERING POWER ASSIST		03	C	044050	063105001
					70	000303 MERCURY	0500 MONTEGO				
						STUD BROKEN AT BASE OF THREADS ON PISTON SHAFT-HEAT BUILDUP					
50031	P02467	B	770331	0130000		STEERING POWER ASSIST		34	C	040700	098223001
					73	000407 CHEVROLET TRUCK DV	6002 C60				
						POWER STEERING BRACKET HAS WORN BALL AND SOCKET-EXCESSIVE PLAY					
	P81992	A	761004	0131000		STEERING POWER ASSIST-PUMP		41	C	000000	068510002
					76	000402 CADILLAC	0200 FLEETWOOD				
						P/S PUMP IS MOUNTED 1/2" FROM EXHAUST MAN., EXCESS HEAT DETERIORATES HOSES & CAUSES EXCESS PRESSURE IN UNIT.					

PARTS RETURN PROGRAM

77/07/29 PAGE 0005

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02786	A	770624	01310000	STEERING POWER ASSIST-PUMP 77 000303 MERCURY HUB BROKE OUT OF POWER STEER. PULLEY, RUINED BELT.	0600 MONARCH	21	C	000310	084713018
50013	P02021	A	761104	01310000	STEERING POWER ASSIST-PUMP 71 000404 OLDSMOBILE KEYWAY DAMAGED ON PUMP SHAFT KEY IS WORN. KEYWAY ON PULLEY EXCESS.WORN PULLEY IS LOOSE ON SHAFT.	1000 OLDSMOBILE UNKNOWN	34	C	057152	053405004
50039	P02316	A	770207	01330000	STEERING POWER ASSIST-HOSE,FLUID 00 000301 FORD DIVISION HOSE IS RELATIVELY NEW,APPEARANCE INDICATES.NO READILY VISIBLE DEFECTS SOME OIL RESIDUE AT CRIMP FITS - POSSIBLE LEAKAGE. NO TAG SENT	0000 FORD DIVISION	32	C	000000	000000000
50023	P02117	A	761129	01330000	STEERING POWER ASSIST-HOSE,FLUID 74 000402 CADILLAC HOSE LEAKS AT ONE END WHERE RUBBER PORTION JOINS METAL FITTING. ADD'L. ID. Y1369	0101 CADILLAC DE VILLE	32	C	036952	030501001
DOT1	P01724	A	760805	01330000	STEERING POWER ASSIST-HOSE,FLUID 64 000201 CHRYSLER DIV HOSE BURST SPRAYING FLUID ON EXHAUST MANIFOLD-HOSE HAS 3/4" SPLIT, 1" FROM METAL FITTING ON PUMP END.	0200 300	32	C	059993	051106004
50025	P02139	A	761123	01330000	STEERING POWER ASSIST-HOSE,FLUID 70 000201 CHRYSLER DIV CLAIMS HOSE LEAKS WHERE JOINS METAL FITTINGS	0200 300	32	C	070041	051106004
30012	P01723	A	760805	01330000	STEERING POWER ASSIST-HOSE,FLUID 72 000404 OLDSMOBILE P/STEERING PRESSURE HOSE LEAKS AT BOTH ENDS AT CRIMP OF METAL FITTING SLIGHT BUBBLE PRESENT IN RUBBER AT FITTINGS ON BOTH ENDS	0200 DELTA 88	32	C	059160	051106004
50032	P02221	B	761217	01330000	STEERING POWER ASSIST-HOSE,FLUID 75 000402 CADILLAC HOSE LEAKS AT CRIMP. LEAK FOUND WHEN STEER. GEAR WAS REPLACED. SHOP CLMS. MAY BE CAUSED BY EXCESS. PRESSURE FROM OVERHEATED PUMP.	0201 FLEETWOOD 75	32	C	022577	068510002
30016	P01782	A	760813	01330000	STEERING POWER ASSIST-HOSE,FLUID 72 000403 CHEVROLET HOSE LEAKS FLUID NO SPLIT VISIBLE IN HOSE,SUSPECT LEAK AT CRIMP OF HOSE TO METAL FITTING.	0312 IMPALA	32	C	084233	030501001

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40002	P01882	A	760918	01330000		STEERING POWER ASSIST-HOSE,FLUID		32	C	073548	054911007
					66	000303 MERCURY	0405 MERCURY MONTERY				
						HOSE HAS 3" SPLIT NEAR FITTING END. HOSE LEAKED FLUID.					
50026	P02152	A	761201	01330000		STEERING POWER ASSIST-HOSE,FLUID		32	C	053501	068510002
					00	000303 MERCURY	0407 MERCURY-MARQUIS				
						FAILURE AT CRIMP-LEAKING WHERE RUBBER HOSE JOINS METAL ADDL.ID.2749A					
30015	P01777	A	760812	01330000		STEERING POWER ASSIST-HOSE,FLUID		32	C	082785	019802003
					00	000301 FORD DIVISION	0500 MUSTANG				
						LEAK AT CRIMP WHERE RUBBER HOSE JOINS MALE END FITTING					
40003	P01898	A	760919	01330000		STEERING POWER ASSIST-HOSE,FLUID		28	C	035070	004038005
					75	000101 AMERICAN MOTORS DV	0502 HORNET SPORTABOUT				
						RUBBER SURFACE HAS CRACKED & FALLEN OFF 2" SECTION OF HOSE. SHOP CLAIM					
						TOO CLOSE TO EXHAUST HEADER PIPE-DETERIORATED BY HEAT. ADD'L ID 3/8-GY					
50012	P02023	A	761022	01330000		STEERING POWER ASSIST-HOSE,FLUID		32	C	046955	054911007
					72	000202 DODGE	0611 POLARA				
						POWER STEERING HOSE IS BRITTLE. HAS SERIES OF CRACKS- LEAKS FLUID					
30024	P01662	A	760712	01400000		STEERING GEAR,RACK AND PINION		00	C	060000	020009003
					72	000303 MERCURY	0100 CAPRI				
						BALL BEARING WHICH CARRIES PINION LOAD & LOCATES PINION ON RACK DIS-					
						INTEGRATED- RACES REMAIN BUT SCORED. BALL BEARINGS HEAVILY DAMAGED					
DOT1	P01818	A	760824	01410000		STEERING GEAR,SHAFT LOWER FLEXIBLE PINION		03	C	061174	054911002
					71	000301 FORD DIVISION	0600 PINTO				
						FLEXIBLE PORTION OF STEERING COL.CONSISTS OF TWINED METAL WIRE,APPROX.					
						8-10GAGE,WHICH UNRAVELED,BROKE 1/2 OF STRANDS&TWISTED-LOSS OF STEERING					
30024	P01662	B	760712	01420000		STEERING GEAR,SHAFT PINION		00	C	060000	020009003
					72	000303 MERCURY	0100 CAPRI				
						PINION SHOWS SOME WEAR. RESULT OF BAD BEARING & CONTINUED USAGE					
50041	P02403	A	770307	01420000		STEERING GEAR,SHAFT PINION		14	C	072000	090301029
					72	000301 FORD DIVISION	0600 PINTO				
						3 SPIRAL TEETH WORN ON 1 SIDE OF PINION-SUSPECT POSSIBLE DAMAGE FROM					
						BURR ON RACK OR FOREIGN PARTICLE-SHOP.SUSPECTS METAL FATIGUE					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82682	A	770531	01430000	STEERING GEAR,RACK 00 000303 MERCURY BOLTS BACK OUT OF RACK MOUNT RETAINER DUE TO INSUFFICIENT THREAD CONTACT AREA - VIBRATION & EXCESSIVE STEERING PLAY - BRACKETS BREAK	0100 CAPRI	79	B	000000	020800002
30024	P01662	C	760712	01430000	STEERING GEAR,RACK 72 000303 MERCURY RACK SHOWS SOME WEAR. RESULT OF BAD BEARING & CONTINUED USAGE.	0100 CAPRI	00	C	060000	020009003
	P82683	A	770601	01430000	STEERING GEAR,RACK 74 000303 MERCURY BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING	0101 CAPRI 2000	79	B	047000	020800002
	P82684	A	770601	01430000	STEERING GEAR,RACK 72 000303 MERCURY BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING	0102 CAPRI 2600	79	B	063000	020800002
30007	P01859	B	760908	01430000	STEERING GEAR,RACK 72 000303 MERCURY LEFT SIDE RUBBER STEERING RACK MOUNT IS SPLIT ACROSS WIDTH.	0102 CAPRI 2600	08	C	000000	020800002
30025	P01664	A	760712	01430000	STEERING GEAR,RACK 72 150301 FIAT DIVISION BUSHING FOR RACK TUBE WORN ON ONE SIDE. BUSHING IS FORCED OUT OF TUBE ON HARD LEFT TURNS	0400 128	00	C	000000	020009003
	P81665	A	760712	01430000	STEERING GEAR,RACK 73 150301 FIAT DIVISION SHOP CLAIMS BUSHING CAME FREE FROM RACK CAUSING EXCESS. STEER. FREE-PLAY. PART WAS REPAIRED	0400 128	44	C	032154	020009003
30001	P01820	A	760824	01430000	STEERING GEAR,RACK 71 000301 FORD DIVISION STEERING RACK IS BENT AT TOOTHED PORTION.DISCOLORATION INDICATES EXCESSIVE HEAT BUILD UP.TEETH ARE NOT CHIPPED-NO RUST.	0600 PINTO	03	C	055130	019335003
10031	P02660	A	770517	01510000	STEERING LINKAGES-ARM,PITMAN 67 000403 CHEVROLET #3908391: BALL STUD WORN AND LOOSE	0100 CAMARO	34	B	042615	090027012

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10008	P02518	A	770401	01510000		STEERING LINKAGES-ARM,PITMAN		44	C	033820	002746004
					73	000403 CHEVROLET	0402 NOVA				
						CLAIMS BADLY WORN- SPLINES ARE IN GOOD CONDITION- NO BALL STUD SOCKET MOVEMENT					
10025	P02594	A	770425	01510000		STEERING LINKAGES-ARM,PITMAN		34	C	035000	075060006
					75	000201 CHRYSLER DIV	0600 CORDOBA				
						SHOP CLAIMS LOOSE JOINT. GREASE BOOT IS TORN, FAIR ACTION AT BALL STUD SOCKET. ARM SPLINES GOOD.					
40006	P01919	A	760922	01510000		STEERING LINKAGES-ARM,PITMAN		33	C	022000	053140017
					72	000407 CHEVROLET TRUCK DV	5701 C10				
						BALL STUD SOCKET IS FROZEN. ARM NOT EQUIPPED WITH GREASE FITTING					
50037	P02288	A	770124	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		34	C	062423	011204002
					72	000402 CADILLAC	0101 CADILLAC DE VILLE				
						EXCESSIVE PLAY AT BALL STUD SOCKET. CENTER LINK IS EQUIPPED WITH LUBRICATION FITTING					
10026	P02600	C	770427	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		34	B	074088	068510002
					71	140401 MERCEDES-BENZ DIV	0102 M-B 220D				
						EXCESSIVE PLAY IN BALL STUD SOCKET - SHOP CLAIMS RUSTED					
40006	P01918	A	760922	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		34	C	004876	063105001
					64	000401 BUICK	0500 LA SABRE				
						1 BALL STUD SOCKET OF CENTER LINK IS FROZEN-BOTH SOCKETS EQUIPPED WITH GREASE FITTINGS. TIE ROD CONNECTIONS ARE WORN, SCORED. "LOOSE"-SHOP					
30014	P01769	A	760811	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		28	C	000000	048906015
					00	000000 UNKNOWN	0000 UNKNOWN				
						BUSHING TO FRAME BRACKET SHOWS RUST.BALL STUD SOCKET TO LINKAGE FROZEN HAS NO GREASE FITTING. NO TAG SENT WITH PART					
30014	P01768	A	760811	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	000000	048906015
					00	000000 UNKNOWN	0000 UNKNOWN				
						SLIGHT WEAR AT BUSHING BETWEEN FRAME BRACKET AND IDLER ARM.ARM HOLE FOR STEERING LINKAGE SCORED. NO TAG SENT WITH PART					
50031	P02475	A	770331	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	000000	090027012
					00	000000 UNKNOWN	0000 UNKNOWN				
						EXCESSIVE PLAY AT BUSHING AT IDLER ARM/BRACKET. TAG NOT READABLE					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10010	P02550	A	770329	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 00 000000 UNKNOWN SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY. BALL STUD SOCKET LOOSE AND WORN	0000 UNKNOWN	34	C	000000	023513001
10010	P02552	A	770329	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 00 000000 UNKNOWN SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY - BALL STUD SOCKET LOOSE AND WORN	0000 UNKNOWN	34	C	000000	023513001
10007	P02491	A	770408	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 69 000300 FORD MOTORS CO IDLER ARM/FRAME BRACKET BUSHING SEIZED, BRACKET RIPPED AWAY PART OF FRAME	0000 FORD MOTORS CO	09	C	000000	053140014
10008	P02504	A	770406	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000303 MERCURY IDLER ARM/FRAME BRACKET BUSHING IS SEIZED-STEERING BUSHING IS WORN-SEIZED IDLER ARM TO BRACKET FROM FRAME	0000 MERCURY	21	B	053000	055423002
50040	P02433	A	770307	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM FROZEN AT ARM/BRAKET BUSHING-TRANSFERS GREATER FORCE TO BRACKET CAUSING FRAME TO BREAK AT BRACKET MOUNT	0000 FORD DIVISION	03	B	042528	053511008
DOT1	P01827	A	760827	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 69 000405 PONTIAC ARM SEPARATED FROM BRACKET.NO EVIDENCE OF LUBE AT BUSHING,THOUGH EQUIP WITH GREASE FITTING. GREASE RETAINER BOOT IS INTACT	0100 FIREBIRD	21	C	045615	014607007
30003	P01826	A	760827	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 73 000302 LINCOLN BUSHING EXCESSIVELY WORN BETWEEN IDLER ARM AND BRACKET CAUSING DIFFICULTY IN STEERING CONTROL.	0102 CONTINENTAL	34	C	031856	014607007
40003	P01894	A	760919	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000302 LINCOLN ACTION OF ARM IS VERY STIFF. BUSHINGS APPEAR TO BE INTACT BUT POSS. BEGINNING TO DETERIORATE ON BRACKET SHAFT. SHOP CLMS HARD TO TURN BITE	0200 MARK IV	15	C	050748	012603050
40002	P01883	A	760918	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 68 000301 FORD DIVISION EXCESSIVE PLAY AT BRACKET/IDLER ARM BUSHING	0300 LTD	34	C	002465	054911007

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50040	P02370	A	770210	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		21	C	057100	046327016
					72	000301 FORD DIVISION	0300 LTD				
						IDLER ARM BUSHING AT BRACKET END FROZE.BRACKET RIPPED AWAY FROM FRAME					
	P82481	A	770331	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		09	C	000000	063109035
					73	000301 FORD DIVISION	0300 LTD				
						IDLER ARM SEIZED IN BRACKET. BRACKET RIPPED FROM FRAME.					
30015	P01775	A	760812	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	088202	019802003
					67	000403 CHEVROLET	0306 BELAIR				
						LOOSE AT BUSHING BETWEEN IDLER ARM & FRAME BRACKET-EXCESSIVE PLAY-ARM HAS GREASE FITTING					
50037	P02287	A	770124	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	074172	011204002
					69	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						SHOP CLAIMS IDLER ARM LOOSE. ACTION IS GOOD AT FRAME BRACKET BUSHING BUSHING AT STEERING LINKAGE SHOWS SOME WEAR				
50040	P02432	A	770307	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		03	B	062000	053511008
					72	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						IDLER ARM FROZER AT ARM/BRACKET BUSHING-TRANSFERS GREATER FORCE TO BRACKET CAUSING FRAME TO BREAK AT BRACKET MOUNT				
50039	P02324	A	770214	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		03	B	000000	053404006
					65	000403 CHEVROLET	0312 IMPALA				
						IDLER ARM SEPARATED FROM FRAME BRACKET. NO EVIDENCE OF LUBRICATION AT PIVOT POINT					
50012	P02026	A	761022	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	076880	054911007
					66	000403 CHEVROLET	0312 IMPALA				
						EXCESS. WEAR AT ARM/FRAME BRACKET BUSHING, LOOSE. STEER. LINKAGE JOINT IS WORN.					
50032	P02207	A	761217	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		57	C	105726	068510002
					66	000403 CHEVROLET	0312 IMPALA				
						IDLER ARM SOCKET FOR BRACKET IS RUSTED. NO FITTINGS ON ARM.					
30013	P01751	A	760810	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		28	C	096000	055423002
					66	000301 FORD DIVISION	0313 GALAXIE 500				
						BUSHING BETWEEN FRAME BRACKET AND IDLER ARM FROZE, BREAKING FRAME.					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50039	P02365	A	770209	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		21	C	083901	002140002
					69	000301 FORD DIVISION	0313 GALAXIE 500				
						IDLER ARM IS FROZEN AT BRAKET END BUSING-BRAKET HAS BEEN TORN FROM FRAME AT MOUNTING BOLTS					
10026	P02609	A	770506	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		21	B	084360	063109035
					71	000301 FORD DIVISION	0313 GALAXIE 500				
						#C9AA-3355-B 2: IDLER ARM/BRACKET BUSHING FROZE TORE OUT FRAME AT MOUNTING LINKAGE END BUSHING SLIGHTLY WORN				
20004	P02772	A	770602	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		21	C	050100	046327016
					72	000301 FORD DIVISION	0313 GALAXIE 500				
						BUSHING BETWEEN FRAME BRACKET & IDLER ARM FROZEN IDLER ARM & BRACKET TORE AWAY PORTION OF FRAME					
50031	P02480	A	770331	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		09	C	060380	063109035
					72	000301 FORD DIVISION	0313 GALAXIE 500				
						BUSHING AT IDLER ARM & BRACKET IS SEIZED. BRKT RIPPED FROM FRAME.					
50031	P02466	A	770331	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	065420	098223001
					73	000301 FORD DIVISION	0400 MAVERICK				
						BUSHING IS WORN AT IDLER ARM/BRACKET CONNECTION					
10009	P02539	A	770420	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		44	C	025712	014607007
					73	000301 FORD DIVISION	0400 MAVERICK				
						IDLER ARM /FRAME BRACKET BUSHING SEIZED - STEERING HARD					
50033	P02227	A	761220	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	071651	011204002
					74	000303 MERCURY	0400 MERCURY-COLONY PRK				
						BUSHING AT STEER. LINK. END OF ARM IS WORN. ADD'L ID-8 6					
30014	P01761	A	760811	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		28	C	041500	055423002
					68	000303 MERCURY	0405 MERCURY MONTERY				
						BUSHING BETWEEN IDLER ARM AND FRAME BRACKET FROZE CAUSING FRAME TO BREAK AROUND NUTS.					
30013	P01752	A	760810	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		14	C	026000	044114014
					73	000303 MERCURY	0405 MERCURY MONTERY				
						THIS IDLER ARM BRACKET IS PINCHED AT END TO PREVENT BUSHING REPLACEMNT BUSHINGS WORN AT BOTH ENDS OF ARM, DOES NOT ROTATE SMOOTHLY AT BRACKET					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20005	P02793	A	770629	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		09	B	000000	044132015
					73	000401 BUICK	0405 ELECTRA 225				
						IDLER ARM FROZEN AT FRAME BRACKET - PORTION OF FRAME RIPPED AWAY AT BRACKET MOUNTING BOLTS				
10009	P02530	A	770405	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		44	C	084817	063010019
					66	000202 DODGE	0500 DART				
						BALL STUDS ARE SEIZED - SOME RUST/CORROSION EVIDENT					
30025	P01669	A	760712	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		00	C	107258	044310008
					68	000402 CADILLAC	0500 CADILLAC UNKNOWN				
						STEERING ARM SNAPPED IN TWO AT TIE ROD END EYELET					
50017	P02068	A	761022	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		44	C	064162	090027012
					69	000202 DODGE	0500 DART				
						EXCESS. PLAT AT BALL STUD SOCKET. GREASE BOOT IS SPLIT					
50011	P02008	A	761103	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	063636	054911007
					70	000301 FORD DIVISION	0500 MUSTANG				
						IDLER ARM BUSHINGS ARE WORN. EXCESS. PLAY AT FRAME BRACKET & ARM. CAR WANDERS & TIRES WEAR EXCESSIVELY.				
	P81998	A	760927	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	032600	081003001
					73	000101 AMERICAN MOTORS DV	0502 HORNET SPORTABOUT				
						SELF LOCKING BOLT,LOCK WASHER & WASHER WERE MISSING FROM THE BOTTOM OF THE IDLER ARM SUPPORT.					
50041	P02447	A	770317	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	032202	012601031
					73	000405 PONTIAC	0600 LE MANS				
						SOME PLAY AT IDLER ARM/BRACKET BUSHING-ARM IS WELL LUBRICATED					
50012	P02025	A	761022	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	097997	054911007
					68	000401 BUICK	0700 SKYLARK				
						IDLER ARM HAS SLIGHT PLAY AT ARM/FRAME BRACKET BUSHING. STEER. LINKAGE JOINT WORN.					
50036	P02263	A	770120	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		33	C	024338	011204002
					73	000303 MERCURY	0800 MERCURY UNKNOWN				
						IDLER ARM DOES NOT ROTATE ON BRACKET. BUSHINGS SHOW SLIGHT WEAR. ARM DOES NOT HAVE LUBRICATION FITTING					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02608	D	770504	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 76 000202 DODGE BUSHING AT MOUNTING END DISTORTED	0800 ASPEN	12	C	008537	089104010
50032	P02208	A	761227	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 73 000204 DODGE TRUCK DIV BALL STUD SOCKET RUSTED - NO ACTION. NO LUBE FITTING PROVIDED, ADD'L ID 16127	5306 MB300	33	C	050000	068510002
20016	P01633	A	760701	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 74 000407 CHEVROLET TRUCK DV FROZEN-NO MOVEMENT OF IDLER ARM STUDS. NO FITTINGS FOR GREASE	5400 CHEVY VAN SERIES	00	C	016000	044110013
40006	P01919	B	760922	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000407 CHEVROLET TRUCK DV BALL STUD SOCKET IS FROZEN. ARM IS NOT EQUIPED WITH GREASE FITTING.	5701 C10	33	C	022000	053140017
	P82457	A	770331	01550000	STEERING LINKAGES-TIE ROD, INNER 70 000403 CHEVROLET FAULTY CLAMPS SO LOOSE-TIE ROD RUSTED WITH WORN THREADS-CLAIMS POOR DESIGN AS HAS SEEN SEVERAL RE:JANUARY 1977 NEWSLETTER	0312 IMPALA	34	C	065000	033162001
40004	P01908	A	760920	01550000	STEERING LINKAGES-TIE ROD, INNER 74 150301 FIAT DIVISION SOFT PLASTIC SPLINED BUSHING BROKE INTO SEVERAL PIECES. SHOP CLAIMS IT MADE LOUD NOISE IN STEERING.	0400 128	37	C	013038	079602115
50018	P02075	A	761115	01550000	STEERING LINKAGES-TIE ROD, INNER 74 000305 FORD TRUCK DIV EXCESS. WEAR AT ONE BALL STUD SOCKET, DRY- NO LUBE. STEERING LINKAGE HOLE SHOWS SOME WEAR. TIE ROD CUT IN 2 TO FIT BAG.	5111 F250	34	C	028818	076015012
50032	P02209	A	761217	01550000	STEERING LINKAGES-TIE ROD, INNER 75 000204 DODGE TRUCK DIV THREADS ON TIE ROD WHICH SCREW INTO SLEEVE ARE WORN. CAR WAS NOT PREV. ALIGNED, BUT WELL MAINTAINED. SUDDEN SEPARATION OCCURRED IN DRIVEWAY.	5304 B300	44	B	030000	068510002
30014	P01767	A	760811	01560000	STEERING LINKAGES-TIE ROD,END 00 000000 UNKNOWN BALL STUD PULLED FROM SOCKET-RUST&EXCESSIVE WEAR ON BOTH STUD&SOCKET TIE ROD HAS GREASE FITTING BUT NO EVIDENCE OF LUBRICATION. NO TAG SENT	0000 UNKNOWN	03	C	000000	048906015

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30014	P01767	B	760811	01560000		STEERING LINKAGES-TIE ROD,END		03	C	000000	048906015
					00	000000 UNKNOWN	0000 UNKNOWN				
						BALL STUD PULLED FROM SOCKET-RUST&EXCESSIVE WEAR ON BOTH STUD&SOCKET					
						TIE ROD HAS GREASE FITTING BUT NO EVIDENCE OF LUBRICATION. NO TAG SENT					
10010	P02551	A	770329	01560000		STEERING LINKAGES-TIE ROD,END		34	C	000000	023513001
					00	000000 UNKNOWN	0000 UNKNOWN				
						SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY - BALL STUD					
						SOCKET LOOSE AND WORN					
50041	P02442	A	770316	01560000		STEERING LINKAGES-TIE ROD,END		44	C	043210	014607007
					68	000203 PLYMOUTH	0000 PLYMOUTH				
						BALL STUD SOCKET ACTION IS ROUGH-NO EVIDENCE OF RECENT LUBRICATION-					
						RUST IS PRESENT-SHIMMY DEVELOPED IN FRONT END & PLAY IN STEERING					
50041	P02442	D	770316	01560000		STEERING LINKAGES-TIE ROD,END		34	C	043210	014607007
					68	000203 PLYMOUTH	0000 PLYMOUTH				
						EXCESSIVE PLAY AT BALL STUD SOCKET-EXCESSIVE WEAR & RUST- NO EVIDENCE					
						OF LUBRICATION					
50041	P02442	C	770316	01560000		STEERING LINKAGES-TIE ROD,END		44	C	043210	014607007
					68	000203 PLYMOUTH	0000 PLYMOUTH				
						SAME AS A					
50041	P02442	F	770316	01560000		STEERING LINKAGES-TIE ROD,END		44	C	043210	014607007
					68	000203 PLYMOUTH	0000 PLYMOUTH				
						BALL STUD SOCKET ACTION IS ROUGH/NOISY-SOME LUBRICATION PRESENT					
10027	P02624	A	770509	01560000		STEERING LINKAGES-TIE ROD,END		03	C	000000	064110016
					69	000404 OLDSMOBILE	0100 CUTLASS				
						BALL STUD SOCKET SEPARATION					
10008	P02516	A	770401	01560000		STEERING LINKAGES-TIE ROD,END		41	C	074213	002746004
					71	160101 SUBARU DIVISION	0100 SUBARU				
						BALL STUD ACTION LOOSE- GREASE BOOT CRACKED					
10016	P02693	A	770527	01560000		STEERING LINKAGES-TIE ROD,END		03	C	020000	020800002
					74	110201 AUSTIN DIVISION	0101 AUSTIN MARINA				
						SEPARATION OF BALL STUD SOCKET FROM LACK OF LUBRICATION - SEALED TYPE					
						WITH NO GREASE FITTING (GT)					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10032	P02664	A	770518	01560000		STEERING LINKAGES-TIE ROD,END		34	B	088003	055406051
					70	000404 OLDSMOBILE	0200 DELTA 88				
						EXCESSIVE PLAY AT BALL STUD SOCKET					
40002	P01884	A	760918	01560000		STEERING LINKAGES-TIE ROD,END		34	C	002201	054911007
					68	000301 FORD DIVISION	0300 LTD				
						EXCESSIVE PLAY AT BALL STUD SOCKET. SOCKET IS LIGHTLY RUSTED, NO EVI-					
						DENCE OF LUBE. GREASE FITTING IS BROKEN.					
50006	P01969	A	761004	01560000		STEERING LINKAGES-TIE ROD,END		55	C	026425	014607007
					72	000403 CHEVROLET	0300 CAPRICE				
						EXCESS. PLAY AT BALL STUD SOCKET. TIE ROD EQUIPPED WITH GREASE FITTING					
						AND SOCKET IS WELL LUBED. CAUSED SHIMMY & PLAY IN STEERING.					
30029	P01691	A	760730	01560000		STEERING LINKAGES-TIE ROD,END		34	C	031644	014607007
					71	000301 FORD DIVISION	0301 LTD WAGON				
						SHOP CLAIMS EXESS. VERTICLE PLAY IN SOCKET. ONLY SLIGHT PLAY DETECTED					
						IN OFF-CAR ANALYSIS. SOCKET IS WELL LUBED.& GREASE BOOT IS INTACT					
50040	P02392	A	770303	01560000		STEERING LINKAGES-TIE ROD,END		03	C	000000	013901005
					72	000403 CHEVROLET	0312 IMPALA				
						BALL STUD SEPARATED FROM SOCKET- NO EVIDENCE OF LUBRICATION-TIE ROD					
						END IS EQUIPPED WITH GREASE FITTING- CAR TOWED					
40002	P01888	A	760918	01560000		STEERING LINKAGES-TIE ROD,END		34	C	067437	080226008
					67	000301 FORD DIVISION	0313 GALAXIE 500				
						EXCESSIVE PLAY AT BALL STUD SOCKET. SOCKET AREA RUSTED- NO EVIDENCE OF					
						LUBE. NOT EQUIPPED W/GREASE FITTING.					
20002	P02753	A	770617	01560000		STEERING LINKAGES-TIE ROD,END		21	C	000000	053404006
					67	000301 FORD DIVISION	0500 MUSTANG				
						BALL STUD CAME OUT OF SOCKET PART IS RUSTED NO EVIDENCE OF LUBE					
30012	P01718	A	760805	01560000		STEERING LINKAGES-TIE ROD,END		[illegible]	[illegible]	066947	[illegible]
					72	000401 BUICK	0500 LA SABRE				
						SHOP CLAIMS BALL-STUD CAME OUT OF SOCKET EVEN THOUGH LUB.REG.BALL STUD					
						IS IN SOCKET-WELL LUBED W/GREASE BOOT INTACT-BALL/SCKT ACTION IS ROUGH					
50004	P01960	A	760929	01560000		STEERING LINKAGES-TIE ROD,END		57	C	069202	012601031
					73	000405 PONTIAC	0500 VENTURA				
						EXCESS. PLAY AT BALL STUD SOCKET. SOCKET & BALL RUSTED. TIE ROD EQUIPD					
						GREASE FITTING, BUT NO EVIDENCE OF LUBE.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20002	P02752	B	770617	01560000		STEERING LINKAGES-TIE ROD,END		21	C	002205	053404006
					72	000404 OLDSMOBILE	0600 98				
						BALL STUD CAME OUT OF SOCKET SOCKET & STUD RUSTED NO EVIDENCE OF LUB					
20002	P02752	A	770617	01560000		STEERING LINKAGES-TIE ROD,END		21	C	002205	053404006
					72	000404 OLDSMOBILE	0600 98				
						BALL STUD CAME OUT OF SOCKET SOCKET & STUD RUSTED NO EVIDENCE OF LUB					
10008	P02517	A	770401	01560000		STEERING LINKAGES-TIE ROD,END		44	C	064172	002746004
					72	000301 FORD DIVISION	0607 PINTO RUNABOUT				
						CLAIMS WORN & SLOPPY- BALL STUD SOCKET ACTION FAIR- SOME WEAR ON STUD					
10008	P02517	B	770401	01560000		STEERING LINKAGES-TIE ROD,END		44	C	064122	002746004
					72	000301 FORD DIVISION	0607 PINTO RUNABOUT				
						SAME AS A					
10032	P02663	A	770518	01560000		STEERING LINKAGES-TIE ROD,END		03	B	061419	055406051
					69	000401 BUICK	0700 SKYLARK				
						BALL STUD SOCKET SEPARATION					
10026	P02608	C	770504	01560000		STEERING LINKAGES-TIE ROD,END		00	C	008537	089104010
					76	000202 DODGE	0800 ASPEN				
						ACTION OF TIE ROD BALL STUD SOCKET GOOD - SLEEVE BENT					
10026	P02608	A	770504	01560000		STEERING LINKAGES-TIE ROD,END		00	C	008537	089104010
					76	000202 DODGE	0800 ASPEN				
						ACTION OF TIE ROD BALL STUD SOCKET GOOD - SLEEVE IS BENT					
50041	P02448	C	770317	01560000		STEERING LINKAGES-TIE ROD,END		00	C	006025	012601031
					76	000301 FORD DIVISION	0800 TORINO				
						BALL STUD ACTION GOOD-PART OF BROKEN TIE ROD ASSEMBLY					
50041	P02448	A	770317	01560000		STEERING LINKAGES-TIE ROD,END		03	C	006025	012601031
					76	000301 FORD DIVISION	0800 TORINO				
						TIE ROD BROKEN IN 2 AT BASE OF THREADS-SUSPECT BREAKAGE CAUSED BY EXCESSIVE FORCE EXERTED-GOOD ACTION AT BALL STUD SOCKET					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10027	P02625	A	770509	01560000		STEERING LINKAGES-TIE ROD,END 73 000403 CHEVROLET BENT AT THREADED PORTION	0900 VEGA	44	C	000000	064110016
	P82795	A	770602	01560000		STEERING LINKAGES-TIE ROD,END 73 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO IT INTERFERES WITH LOWER CONTROL ARM TO CAUSE STEERING LOCK-UP	0900 VEGA	33	B	000000	063301003
20005	P02794	A	770629	01560000		STEERING LINKAGES-TIE ROD,END 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN CAUSING EXCESSIVE CLEARANCE	0900 GRANADA	29	C	053425	006470070
	P82681	A	770527	01560000		STEERING LINKAGES-TIE ROD,END 75 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO INTERFERES WITH LOWER CONTROL ARM TO CAUSE LOCK-UP STEERING	0900 VEGA	33	B	000000	063301003
50021	P02094	A	761122	01560000		STEERING LINKAGES-TIE ROD,END 66 000301 FORD DIVISION EXCESS. PLAY AT BALL STUD SOCKET. GREASE BOOT COLLAPSED, NO FITTING.	1100 FORD UNKNOWN	34	C	043390	070601002
10011	P02561	A	770404	01560000		STEERING LINKAGES-TIE ROD,END 71 000102 JEEP DIV EXCESSIVE PLAY AT BALL STUD SOCKET-NO LUBRICATION EVIDENT-SHIMMY	5000 JEEP	34	C	016017	054911007
50032	P02202	A	761217	01560000		STEERING LINKAGES-TIE ROD,END 68 000305 FORD TRUCK DIV BALL STUD SOCKET HAS SOME PLAY, SOME THREAD DAMAGE AT OUTER END OF TIE ROD. SOCKET HAS LUBE, SHOP CLMS. SOURCE OF LOOSE STEERING & SWAY	5101 F100	34	C	048506	054911007
50040	P02395	A	770303	01560000		STEERING LINKAGES-TIE ROD,END 74 000305 FORD TRUCK DIV BALL STUD SEPARATED FROM SOCKET-NO EVIDENCE OF LUBRICATION IN SOCKET-TIE ROD EQUIPPED WITH GREASE FITTING-NOISE WHEN BACKING UP	5101 F100	21	C	054501	053140019
50038	P02309	A	770131	01560000		STEERING LINKAGES-TIE ROD,END 75 000305 FORD TRUCK DIV SEP. OF BALL STUD AND SOCKET,NO EVIDENCE OF LUBE	5101 F100	21	C	020100	[illegible]

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50041	P02417	A	770223	01560000	STEERING LINKAGES-TIE ROD,END 72 000305 FORD TRUCK DIV EXCESSIVE PLAY AT BALL STUD- VERTICAL PLAY	5115 F350	34	C	052252	017754007
	P81671	A	760712	01560000	STEERING LINKAGES-TIE ROD,END 00 000204 DODGE TRUCK DIV NO PART-SHOP CLAIMS BALL STUD SEPARATED FROM SOCKET AS A RESULT OF WEAR ON INNER LINER AND NO RETAINING SHOULDER.	5303 B200	21	C	000000	015223121
	P81671	A	760712	01560000	STEERING LINKAGES-TIE ROD,END 00 000204 DODGE TRUCK DIV NO PART-SHOP CLAIM BALL STUD SEPARATED FROM SOCKET AS A RESULT OF WEAR ON INNER LINER AND NO RETAINING SHOULDER.	5303 B200	21	C	000000	015223121
30026	P01671	A	760712	01560000	STEERING LINKAGES-TIE ROD,END 70 000204 DODGE TRUCK DIV BALL STUD SEPARATED FROM SOCKET. BALL NOT EXCESS. WORN. NYLON SOCKET LINNER SHOULDER WORN AWAY. TIE ROD EQUIPED WITH GREASE FITTING.	5303 B200	21	C	052000	015223121
50032	P02209	C	761217	01560000	STEERING LINKAGES-TIE ROD,END 75 000204 DODGE TRUCK DIV BALL STUD SOCKET ACTION FROZEN. SHOP CLAIMS POSSIBLY CONTRIBUTED TO STRESS ON TIE ROD END & SLEEVE WHICH SEPARATED SUDDENLY.	5304 B300	33	B	030000	068510002
30007	P01853	A	760904	01560000	STEERING LINKAGES-TIE ROD,END 71 000407 CHEVROLET TRUCK DV BALL STUD-SOCKET SEPARATION. TIE ROD END IS EQUIPPED WITH GREASE FITTING. INSIDE OF SOCKET & BALL IS RUSTED & WORN.	5401 G10	21	C	060326	017754007
50031	P02467	A	770331	01560000	STEERING LINKAGES-TIE ROD,END 73 000407 CHEVROLET TRUCK DV EXCESSIVE PLAY AT BALL STUD SOCKET	6002 C60	34	C	040700	098223001
50041	P02442	E	770316	[illegible]	[illegible] LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 68 000203 PLYMOUTH SLEEVE EXHIBITS CORROSION ON INSIDE	0000 PLYMOUTH	49	C	043210	014607007
50041	P02442	B	770316	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 68 000203 PLYMOUTH SLEEVE IS BULGED OUT AT TIE ROD LOCATION	0000 PLYMOUTH	12	C	043210	014607007

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50041	P02448	B	770317	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 76 000301 FORD DIVISION TIE ROD SLEEVE BENT SLIGHTLY-SUSPECT BY EXCESSIVE FORCE	0800 TORINO	02	C	006025	012601031
10026	P02608	B	770504	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 76 000202 DODGE SLEEVE IS BENT - MARKS ON SLEEVE SHOW SLEEVE HAS BEEN IN ABRASIVE IMPACT - FAILED IN SHARP RIGHT U-TURN	0800 ASPEN	02	B	008537	089104010
10026	P02616	A	770503	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 72 000301 FORD DIVISION TIE ROD SLEEVE BROKEN NEAR CENTER - CUSTOMER HIT CURB	0804 GRAN TORINO	28	C	080000	092627017
10023	P02616	B	770503	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 72 000301 FORD DIVISION SLEEVE IS BENT - POSSIBLE COLLISION DAAMAGE FROM SHARP RIGHT TURN?	0804 GRAN TORINO	44	C	080000	092627017
10027	P02625	B	770509	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 73 000403 CHEVROLET BROKEN AT TIE ROD BASE	0900 VEGA	03	C	000000	064110016
20005	P02794	B	770629	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN	0900 GRANADA	29	C	053425	006470070
50032	P02209	B	761217	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 75 000204 DODGE TRUCK DIV SLEEVE SLIGHTLY RUSTED, NO THREAD DAMAGE. SHOP CLAIMS SUDDEN SEPARATN. CAUSED BY EXCESS. FINE THREADS IN TIE-ROD.	5304 B300	49	B	030000	068510002
50031	P02465	A	770413	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 76 000404 OLDSMOBILE BEARING INNER RACE FOR OUTER WHEEL BEARING FROZE ON SPINDLE-DAMAGED SPINDLE SURFACE-ROUGH-ID:329353L 16 D	0100 CUTLASS	50	C	015000	019409097
50040	P02396	A	770222	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 69 603081 CH BRADSHAW CO SPINDLE SHEARED OFF NEAR OUTER WHEEL BEARING LOCATION	0110 CHECKER MOTORS COR	03	C	051160	098108037

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30016	P01785	A	760813	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	B	015050	084713018
					75	000403 CHEVROLET	0200 CHEVELLE				
						STEERING KNUCKLE BROKE AT OUTER WHEEL BEARING.EXCESSIVE HEAT BUILD-UP HAD OCCURED,ROLLER BEARINGS WELDED TOGETHER ONLY END OF SPINDLE SENT					
10008	P02512	A	770405	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	C	046007	060659011
					73	000401 BUICK	0300 CENTURY				
						SPINDLE BROKE AT OUTER WHEEL BEARING LOCATION AFTER BEARING FROZE					
10010	P02543	A	770412	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	C	023435	019409097
					75	000403 CHEVROLET	0402 NOVA				
						SPINDLE BROKE AT OUTER BEARING LOCATION - BEARING HAD FROZE					
DOT1	P01787	A	760813	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		33	C	000000	012205003
					75	000101 AMERICAN MOTORS DV	0500 HORNET				
						INNER BEARING FROZEN TO SPINDLE UNEVEN WEAR ON OUTER BEARING RACE LOC. INDICATIONS OF HEAT BUILD-UP SHOP CLAIMS SPINDLE IS BENT					
50031	P02464	A	770413	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	C	022000	019409097
					75	000403 CHEVROLET	1100 MONZA				
						CLAIMS BEARING OVERHEATED & FROZE TO SPINDLE- SPINDLE IS BROKEN IN TWO AT OUTER WHEEL BEARING LOCATION-ID:348177LH					
50031	P02468	A	770331	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	C	005653	083639043
					76	000407 CHEVROLET TRUCK DV	5707 K20				
						TIE ROD CONNECTION ARM BROKE OFF STEERING KNUCKLE ASSEMBLY(FRONT)-4WD					
50041	P02400	A	770223	01590000		STEERING LINKAGES-OTHER		52	C	000000	019405094
					68	140501 VOLKSWAGEN DIVISN	0100 TYPE I				
						WORN STEERING DAMPER CAUSED FRONT END SHIMMY-ACTION OF DAMPER IS POOR					
10026	P02600	B	770427	01590000		STEERING LINKAGES-OTHER		44	C	074088	068510002
					71	140401 MERCEDES-BENZ DIV	0102 M-B 220D				
						ACTION OF STABILIZER IS POOR - SUSPECT PISTON AND/OR SEALS WORN					
	P81995	A	761004	02000000		SUSPENSION		75	B	018091	068510002
					73	000407 CHEVROLET TRUCK DV	5904 C30				
						VEHICLE W/O EQUIPMENT WAS OVERLOADED. SHOP WAS UNABLE TO REPAIR SUSP. TO SUPPORT WEIGHT. IT WAS REMOVED FROM SERVICE AS MOBILE HOSP.-UN-SAFE					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81797	A	760813	02100000		SUSPENSION INDEPENDENT,FRONT		44	C	000000	020800002
					76	140301 BMW DIVISION	0100 BMW 2002,2002A				
						NO PART SENT. SHOP CLAIMS TIRES SCRAPE FRONT FENDERS IN TURNS. CAR IS EQUIPED W/ ORIG. TIRES & WHEELS. WHEELS MAY HAVE WRONG OFF-SET.					
	P82462	A	770411	02100000		SUSPENSION INDEPENDENT,FRONT		14	B	015000	091720015
					76	160201 HONDA DIVISION	0102 CVCC WAGON				
						PULLS TO RIGHT WHEN ACCELERATING-EXCESSIVE TIRE WEAR-EXACT CAUSE UNK.					
20001	P02736	A	770608	02110000		SUSPN INDP.FT. ATTACHING MECHANISMS		03	C	770120	019406085
					70	000202 DODGE	0100 CHALLENGER				
						TORSION BAR IS BROKEN "SPLIT IN HALF" SHOP CLAIMS					
50041	P02414	A	770308	02110000		SUSPN INDP.FT. ATTACHING MECHANISMS		03	C	034366	049504007
					75	000404 OLDSMOBILE	0200 DELTA 88				
						GRADE 7 BOLT BROKE ACROSS DIAMETER (7/16 INCH) AT BASE OF THREADS					
	P81726	A	760730	02110000		SUSPN INDP.FT. ATTACHING MECHANISMS		00	A	000000	098004006
					76	160601 TOYOTA DIVISION	0203 COROLLA WAGON				
						STRUT ROD BROKE AS A RESULT OF ACCIDENT, ALLOWING FRONT WHEEL TO BE DRIVEN THROUGH FIREWALL INTO PASSENGER COMPARTMENT. PHOTOS - NO PARTS					
	P81727	A	760730	02111000		SUSPN.INDP.FT. ATTACH.MECHANISMS-STRUT ROD		00	A	000000	098004006
					75	160601 TOYOTA DIVISION	0203 COROLLA WAGON				
						STRUT ROD BROKE AS A RESULT OF ACCIDENT ALLOWING FRONT WHEEL TO BE DRIVEN THROUGH FIREWALL INTO PASSENGER COMPARTMENT. PHOTOS - NO PARTS					
50041	P02451	A	770321	02111000		SUSPN.INDP.FT. ATTACH.MECHANISMS-STRUT ROD		03	C	053091	004104003
					69	000101 AMERICAN MOTORS DV	0800 REBEL				
						REAR STRUT ROD BROKE AT 1 END 1/4 FROM BUSHING HOLE ON 1 SIDE-BUSHINGS SHOW SOME WEAR & LIGHT RUST ON ROD-REAR					
20003	P02764	A	770620	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL		03	C	[illegible]	055020032
					76	000402 CADILLAC	0100 CADILLAC CALIAS				
						COIL SPRING IS BROKEN ON 2ND COIL. SHOP CLAIMS FLAW IN METAL, ALSO HAS "BAD" STRUT ROD BUSHINGS					
50030	P02189	A	761217	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL		03	C	043857	05[illegible]1007
					74	000204 DODGE TRUCK DIV	5101 D100 SWPT,UTLNE				
						COIL SPRING BROKE AT 2 PLACES IN LAST COIL. BREAK TOWARD END IS OLDER THAN OTHER, 160 DEG. AROUND CIRC. SPRING IS SLIGHTLY RUSTY.					

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1 JULY 76 THRU 30 JUNE 77

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50033	P02247	A	761220	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 75 000305 FORD TRUCK DIV SPRING BROKE AT 3RD COIL FROM LARGE END. SPRING IS NOT RUSTED. BREAK EXTENDS OVER 1 1/2" SECTION, NOTICED DURING BRAKE INSP.	5109 F150	03	C	031160	039501021
20016	P01624	A	760801	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 75 000407 CHEVROLET TRUCK DV COIL SPRNG BRK AT ANGLE ACRS DIAMETER OF COIL-RUST COVERING ON SPRING	5400 CHEVY VAN SERIES	03	C	000000	040203001
40004	P01902	A	760919	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 73 000204 DODGE TRUCK DIV SPRING IS CRACKED & BROKEN OVER 16 1/2" AREA. ONLY THIN LAYER OF SURFACE RUST ON SPRING.	5401 M300	03	C	053000	068510002
20016	P01623	C	760801	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 75 000303 MERCURY SHOCK ACTION IS WEAK. OIL TRACES AT TOP OF SHK PISTON. SOME WEAR ON TOP MOUNT BUSHING.	0200 COMET	32	C	010449	080907103
20016	P01623	D	760801	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 75 000303 MERCURY SHOCK ACTION IS WEAK. OIL TRACES AT TOP OF SHK PISTON. SOME WEAR ON TOP MOUNT BUSHING.	0200 COMET	32	C	010449	080907103
10016	P02711	A	770531	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 74 000301 FORD DIVISION SHOCK ACTION WEAK LEAKING FLUID ADD'L ID - MOTORCRAFT	0400 MAVERICK	44	C	062143	098126073
10017	P02716	B	770602	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL	0403 FURY III	44	C	052895	001230005
10017	P02716	A	770602	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL	0403 FURY III	44	C	052895	001230005
50008	P01983	A	761006	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 73 000203 PLYMOUTH SHOCK ACTION IS FAIR. SHOP CLAIMS EXCESS. TIRE WEAR AND ROAD HOP. MOUNTING STUD IS BROKEN, POSS. DURING REMOVAL.	0403 FURY III	44	C	031250	001230005

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1 JULY 76 THRU 30 JUNE 77

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50008	P01983	B	761006	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 73 000203 PLYMOUTH SHOP CLAIMS EXCESS. TIRE WEAR AND ROAD HOP. MOUNTING STUD BROKE - POSS DURING REMOVAL.	0403 FURY III	44	C	031250	001230005
50008	P01982	A	761006	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 69 000203 PLYMOUTH SHOCK ACTION IS FAIR. POSS. LEAKAGE. SHOP CLAIMS EXCESS. TIRE WEAR, ROAD WANDER.	0500 SATELLITE	44	C	038965	001230005
50008	P01982	B	761006	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 69 000203 PLYMOUTH SHOCK ACTION IS FAIR, SOME WEAR AT BUSHING. SHOP CLAIMS EXCESS. TIRE WEAR, ROAD WANDER.	0500 SATELLITE	44	C	038965	001230005
50003	P01953	C	760929	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH FAIR SHOCK ACTION. BUSHING IS SLIGHTLY WORN. POOR ROAD STABILITY, TIRE WEAR, SHOP CLAIMS.	0500 SATELLITE	44	C	056054	001230005
50003	P01953	D	760929	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH FAIR SHOCK ACTION. SHOP CLAIMS POOR ROAD STABILITY, TIRE WEAR.	0500 SATELLITE	44	C	056054	001230005
40001	P01871	A	760909	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 73 000203 PLYMOUTH ACTION OF SHOCK IS FAIR. SHOCK IS RUSTED EXTERNALLY & GROMMETS R WORN. SHOP CLAIMS CAR WOULD NOT STAY ON ROAD & SHOCKS CAUSED TIRE WEAR.	0606 VALIANT SCAMP	44	C	039789	001230005
40001	P01871	B	760909	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 73 000203 PLYMOUTH ACTION OF SHOCK IS FAIR. SHOCK IS RUSTED EXTERNALLY & GROMMETS R WORN. SHOP CLAIMS CAR WOULD NOT STAY ON ROAD & SHOCKS CAUSED TIRE WEAR.	0606 VALIANT SCAMP	44	C	039789	001230005
20015	P01638	B	760701	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 71 000405 PONTIAC SHOCK ACTION FAIR, BUSHINGS SHOW WEAR, NO LEAKAGE EVIDENT. POOR CONTRL WITH THESE SHOCKS.	0700 BONNEVILLE	00	C	055367	001230005
20015	P01638	A	760701	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 71 000405 PONTIAC SHOCK ACTION FAIR, BUSHINGS SHOW WEAR, NO LEAKAGE EVIDENT. POOR CONTRL WITH THESE SHOCKS	0700 BONNEVILLE	00	C	055367	001230005

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02783	B	770623	02120000		SUSPN.INDP.FT. SHOCK ABSORBER		44	C	072000	001230005
					72	000405 PONTIAC	0700 BONNEVILLE				
						SHOCK ACTION POOR TOP MOUNTING STUD BROKEN PROBABLY DURING REMOVAL					
						LOWER BUSHING WORN ADD'L ID 74					
20004	P02783	A	770623	02120000		SUSPN.INDP.FT. SHOCK ABSORBER		44	C	072000	001230005
					72	000405 PONTIAC	0700 BONNEVILLE				
						SHOCK ACTION FAIR TOP MOUNTING STUD BROKEN-PROBABLY DURING REMOVAL					
						LOWER BUSHING WORN ADD'L ID -74					
10032	P02665	A	770518	02120000		SUSPN.INDP.FT. SHOCK ABSORBER		32	C	020876	055406051
					74	000204 DODGE TRUCK DIV	5300 B SERIES				
						SHOCK ABSORBER PISTON JAMMED - SHOCK CASING BROKEN AT TOP & LEAKS					
10027	P02621	A	770509	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		03	C	000000	064110016
					00	000000 UNKNOWN	0000 UNKNOWN				
						BALL STUD SOCKET SEPARATION					
10027	P02622	A	770509	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		03	C	000000	064110016
					00	000000 UNKNOWN	0000 UNKNOWN				
						BALL STUD SOCKET SEPARATION					
30019	P01806	B	760819	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		34	C	000000	054911002
					00	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						BALL STUD SEPARATED FROM SOCKET-EXCESSIVE WEAR-JOINT HAS GREASE IN IT-					
						JOINT WAS FITTED WITH BALL JOINT TIGHTENER					
30019	P01806	A	760819	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		21	C	000000	054911002
					00	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						BALL STUD SEPARATED FROM SOCKET-EXCESSIVE WEAR-JOINT HAS GREASE IN IT-					
						JOINT WAS FITTED WITH BALL JOINT TIGHTENER					
10009	P02531	B	770405	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		34	C	055360	063010019
					69	000403 CHEVROLET	0000 CHEVROLET				
						EXCESSIVE PLAY AT BALL STUD SOCKET					
10009	P02531	A	770405	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		34	C	055360	063010019
					69	000403 CHEVROLET	0000 CHEVROLET				
						EXCESSIVE PLAY AT BALL STUD SOCKET					

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10027	P02619	A	770509	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		03	C	000000	064110016
					61	000301 FORD DIVISION	0200 FALCON				
						BALL STUD SOCKET SEPARATION					
10027	P02619	B	770509	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		03	C	000000	064110016
					61	000301 FORD DIVISION	0200 FALCON				
						BALL STUD SOCKET SEPARATION					
40006	P01920	A	760922	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		44	C	061000	020800002
					74	150301 FIAT DIVISION	0400 128				
						BALL STUD SOCKET EXHIBITS LACK OF LUBE. JOINT NOT EQUIPPED W/GREASE FITTING. BUSHINGS ON ARM ARE IN GOOD CONDITION					
40006	P01920	B	760922	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		34	C	061000	020800002
					74	150301 FIAT DIVISION	0400 128				
						SLIGHT EXCESSIVE PLAY AT BALL STUD SOCKET. BUSHINGS ARE IN GOOD COND.					
10032	P02662	A	770516	02132000		SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT		57	B	053542	055406051
					73	000301 FORD DIVISION	0500 MUSTANG				
						BALL JOINT ACTION ROUGH - HOUSING IS SCORED					
50030	P02178	A	761217	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		03	C	063829	004104003
					70	000101 AMERICAN MOTORS DV	0100 AMBASSADOR				
						ARM CRACKED NEAR INNER BUSHNGS AT STRESS POINT, ONE SIDE BROKEN,OTHER IS RIPPING. BUSHINGS STIFF & WORN, POSS. CSD FAILURE. BALL JNTS-GOOD					
50032	P02203	A	761217	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		44	C	128756	054911007
					68	000402 CADILLAC	0101 CADILLAC DE VILLE				
						RUBBER CONTROL ARM BUSHINGS EXCESS. WORN, CAUSING CAR TO PULL IT WHEN BRAKING.					
50036	P02260	A	770126	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		03	C	031375	023153001
					69	000403 CHEVROLET	0200 CHEVELLE				
						ALIGNMENT BOLT IS BROKEN IN TWO AT BASE OF THREADS,THREADS SHOW SLIGHT WEAR					
50020	P02086	A	761126	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		57	C	000000	090027012
					68	000301 FORD DIVISION	0313 GALAXIE 500				
						CONTROL ARM BUSHINGS SHOW EXCESS. WEAR. RUBBER PORTION WORN AWAY ON 2, CRACKED ON OTHER 2. SET IS FROM BOTH UPPER CONTROL ARMS.					

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20015	P01631	B	760701	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		00	C	055466	044312002
					71	000301 FORD DIVISION	0400 MAVERICK				
						CONTROL ARM BROKE AT BALL JOINT MOUNT. LT.TO MED. LAYER OF RUST ON ARM AND JOINT. SUSPECT WORN JOINT ALLOWED HARSH FORCE TO CAUSE STRESS ON A					
10027	P02635	A	770509	02140000		SUSPN.INDP.FT. CONTROL ARM,UPPER		03	B	058693	040503002
					72	000301 FORD DIVISION	0503 MUSTANG MACH I				
						CONTROL ARM BROKEN AT BALL JOINT MOUNT - BALL JOINT WAS BROKEN - SHAFT ACTION FAIR					
50033	P02233	B	761228	02141000		SUSPN.INDP.FT. CTRL ARM,UPPER-SHAFT,INNER		50	C	041200	012601031
					73	000301 FORD DIVISION	0500 MUSTANG				
						CONTROL ARM SHAFT WORN AT ONE END. SUSPECT BUSHINGS HAD WORN CAUSING METAL TO METAL CONTACT.					
50040	P02454	A	770317	02141000		SUSPN.INDP.FT. CTRL ARM,UPPER-SHAFT,INNER		34	C	061602	012601031
					73	000301 FORD DIVISION	0500 MUSTANG				
						CLAIMS SHAFT IS WORN					
50039	P02364	A	770209	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	C	057391	062140002
					69	000302 LINCOLN	0000 LINCOLN				
						SOCKET OF BALL JOINT IS CRACKED & LIGHTLY RUSTED-LACK OF LUBRICATION IS EVIDENT					
40002	P01886	B	760918	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	069467	080226008
					66	000301 FORD DIVISION	0200 FALCON				
						EXCESSIVE PLAY AT BALL STUD SOCKET, METAL TYPE BALL & SOCKET. GREASE IS EVIDENT IN SOCKET. JOINT NOT EQUIPPED W/GREASE FITTING					
40002	P01886	A	760918	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	069467	080226008
					66	000301 FORD DIVISION	0200 FALCON				
						EXCESSIVE PLAY AT BALL STUD SOCKET. BOTTOM OF SOCKET IS CRACKED. BALL IS OF METAL TYPE. LUBE IS EVIDENT. JOINT NOT EQUIPPED W/GREASE FITTING					
20015	P01623	B	760801	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	010449	080907103
					75	000303 MERCURY	0200 COMET				
						NO VERTICLE MOVEMENT DETECTED. SHOP CLAIMS JOINT IS LOOSE. GREASE BOOT IS SPLIT.					
20015	P01623	A	760801	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	010449	080907103
					75	000303 MERCURY	0200 COMET				
						NO VERTICLE MOVEMENT DETECTED. SHOP CLAIMS JOINT IS LOOSE. GREASE BOOT IS SPLIT.					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02180	A	761220	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 67 000404 OLDSMOBILE	0300 F-85	03	C	062664	028208008
					SOCKET HOUSING CRACKED WHEN CAR WAS DRIVEN OVER RR TRACK. STUD PULLED FROM SOCKET. WELL LUBED, NO EXCESS WEAR VISABLE ON STUD.					
50041	P02418	B	770223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 72 000303 MERCURY	0300 COUGAR	44	C	053566	017754007
					ACTION STIFF AND ROUGH-FITTED WITH GREASE PLUG-EXCESSIVE VERTICAL PLAY					
50041	P02418	A	770223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 72 000303 MERCURY	0300 COUGAR	44	C	053566	017754007
					BALL JOINT ACTION STIFF AND ROUGH, FITTED WITH GREASE PLUG- SHOP CLAIM NOT ORIGINAL BALL JOINT AND EXCESSIVE VERTICAL PLAYS 1/2 INCH					
10031	P02659	A	770517	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 66 000403 CHEVROLET	0312 IMPALA	03	B	102241	090027012
					BALL STUD SOCKET SEPARATION - SOCKET HOUSING IS BROKEN					
10027	P02623	A	770509	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 74 000403 CHEVROLET	0312 IMPALA	03	C	000000	064110016
					BALL STUD SOCKET SEPARATION					
20015	P01631	A	760701	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000301 FORD DIVISION	0400 MAVERICK	00	C	055466	044312002
					BALL JOINT EXCESSIVELY WORN-EXTENSIVE PLAY IN SOCKET, DRY OF LUBE. GREASE BOOT SPLIT					
50041	P02453	A	770317	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 64 000403 CHEVROLET	0402 NOVA	34	C	069602	012601031
					EXCESSIVE VERTICAL PLAY IN BALL STUD SOCKET- LUBRICATION EVIDENT-JOINT IS WORN OUT					
40002	P01887	A	760918	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 68 000301 FORD DIVISION	0500 MUSTANG	34	C	055238	080226008
					EXCESSIVE VERT. PLAY AT BALL STUD SOCKET. BALL IS OF NYLON-TEFLON TYPE JOINT NOT EQUIPPED WITH GREASE FITTING.					
40002	P01887	B	760918	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 68 000301 FORD DIVISION	0500 MUSTANG	34	C	055238	080226008
					EXCESSIVE PLAY AT BALL STUD SOCKET. BALL IS OF NYLON-TEFLON TYPE. JOINT NOT EQUIPPED W/GREASE FITTING.					

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50033	P02233	A	761228	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	041200	012601031
					73	000301 FORD DIVISION	0500 MUSTANG				
						EXCESS. PLAY AT BALL STUD SOCKET.					
10027	P02635	B	770509	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	B	058693	040503002
					72	000301 FORD DIVISION	0503 MUSTANG MACH I				
						BALL JOINT SOCKET BROKEN - NO EVIDENCE OF LUBRICATION					
50012	P02019	A	761104	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	009752	053405004
					75	000202 DODGE	0503 DART SWINGER				
						BALL STUD SOCKET WORN - EXCESSIVE PLAY.					
50004	P01954	A	760929	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		33	C	069145	001230005
					71	000405 PONTIAC	0700 BONNEVILLE				
						JOINT IS VERY STIFF. NO EVIDENCE OF LUBE. NO VISIBLE RUST OR WEAR.					
50041	P02444	A	770318	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		44	C	052000	001230005
					71	000202 DODGE	0700 DEMON				
						CLAIMS JOINT IS CAUSE EXCESSIVE TIRE WEAR&ALIGNMENT PROBLEMS-BALL PLAY DOES NOT APPEAR EXCESSIVE				
50030	P02183	B	761223	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		44	C	043625	014607007
					68	000405 PONTIAC	0705 CATALINA				
						JOINT ACTION IS STIFF, SUSPECT SOCKET & STUD ARE RUSTED. NO RECNT LUBE					
50030	P02183	A	761223	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	B	043625	014607007
					68	000405 PONTIAC	0705 CATALINA				
						SOCKET SPLIT WHILE PARKING. STUD PULLED FROM SOCKET. STUD & SOCKET ARE RUSTY & PITTED - LACK OF LUBE.					
50040	P02439	A	770307	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	C	061442	006810051
					71	000301 FORD DIVISION	0800 TORINO				
						BALL JOINT SUPPORT BROKE OFF CONTROL ARM-SUSPECT BAD AND QUESTION CONDITION SHAFT/BUSHING OF ARM OR FREQUENCY OF LUBRICATION					
50040	P02439	B	770307	02142000		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	C	061442	006810051
					71	000301 FORD DIVISION	0800 TORINO				
						BALL JOINT SOCKET IS BROKEN APART-STUD SHOWS RUST & EXCESSIVE WEAR- NO EVIDENCE RECENT LUBRICATION					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
	P01793	B	760814	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		49	C	000000	091605014
					00	000403 CHEVROLET	0200 CHEVELLE				
						BALL JOINT INTACT,ACTION GOOD.SOME WEAR ON BUSHING.RECESSED AREA FOR COIL SPRING CORRODED AND RUSTED					
30018	P01793	A	760814	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	091605014
					00	000403 CHEVROLET	0200 CHEVELLE				
						BALL JOINT RIPPED OUT OF LOWER CONTROL ARM-BENDING OUTER PORTION SURROUNDING JOINT.METAL APPEARS SOLID-NO EXCESSIVE AGE NO EXCESSIVE WEAR					
50021	P02101	A	761129	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	062150	076103004
					69	000301 FORD DIVISION	0301 LTD WAGON				
						LOWER CONTROL ARM TORE AT BALL JOINT MOUNTING HOLES, BROKEN IN TWO.					
10012	P02570	A	770418	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	088001016
					66	000301 FORD DIVISION	0500 MUSTANG				
						BALL JOINT ACTION STIFF-BUSHING WORN- ARM BROKEN AROUND BUSHING HOLE					
DOT1	P82111	A	770110	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		11	A	012071	091605014
					75	140501 VOLKSWAGEN DIVISN	0603 RABBIT 174				
						FRONT INNER MOUNTING BRKT. BROKE AWAY FROM FRAME AT WELD. CAUSED SEPARATION OF REAR INNER MNT. & DRIVE SHAFT. LOSS OF STEERING CONTROL.					
50023	P02112	A	761130	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	078410	053140005
					68	000401 BUICK	0800 SPECIAL				
						LOWER CTL. ARM BROKE AT BALL JOINT MOUNT. PRESS FIT TYPE BALL JOINT IS FROZEN. SUSPECT EXCESS. STRESS CAUSED ARM TO BREAK.					
50037	P02281	A	770124	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	110389	098108037
					72	000203 PLYMOUTH	1000 PLYMOUTH UNKNOWN				
						CONTROL ARM IS TORN AT INNER BUSHING LOCATION					
50037	P02289	A	770120	02150000		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	B	060000	092627017
					66	000301 FORD DIVISION	1100 FORD UNKNOWN				
						LOWER CONTROL ARM IS BROKEN AT INNER BUSHING HOLE. BALL JOINT ACTION IS FAIR					
30029	P01698	A	760730	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	000000	008723101
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						EXCESSIVE VERTICLE MOVEMENT IN BALL STUD SOCKET					

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30029	P01698	B	760730	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	000000	008723101
						00 000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						EXCESSIVE MOVEMENT IN BALL STUD SOCKET. GREASE BOOT IS CRACKED BUT JOINT IS WELL LUBRICATED					
30014	P01766	A	760811	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	070201	019335003
						66 000403 CHEVROLET	0000 CHEVROLET				
						MOUNTING EARS BROKE OFF OF LOWER BALL JOINT CAUSING"A"FRAME TO DROP TO THE GROUND. ACTION OF BALL STUD SOCKET IS GOOD.					
10026	P02614	A	770427	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	053422	023513001
						67 140500 VOLKSWAGEN OF AMERICA IN	0000 VOLKSWAGEN OF AMER				
						BALL STUD SOCKET SEPARATION - BALL & SOCKET ARE RUSTED SOCKET DAMAGED POSSIBLY DURING REMOVAL					
	P81800	A	760813	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		66	C	000000	020800002
						00 150301 FIAT DIVISION	0100 X 1/9				
						NO PART SENT. SHOP CLMS. X/19 B-JOINTS ARE SAME AS 128, & WILL SEPARAT W/OUT WARNING SHORTLY AFTER START. TO WEAR CAUSG. FRT WHEEL TO FALLOFF					
50033	P02229	A	770109	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	062136	097405004
						71 000302 LINCOLN	0102 CONTINENTAL				
						BALL JOINT STUD IS BROKEN AT BASE OF THREADS. BALL JOINT ACTION IS GD.					
50011	P02005	A	761103	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	078830	077640082
						70 000302 LINCOLN	0200 MARK IV				
						THREADED PORTION OF STUD BROKE OFF BALL JOINT. NO EXCESS. WEAR AT BALL STUD SOCKET					
20004	P02785	A	770624	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	B	066469	033308038
						72 000405 PONTIAC	0200 GRAND PRIX				
						STUD BROKE AT BASE OF THREADS WHEEL COLLAPSED BALL JOINT ACTION FAIR BUT ROUGH OWNER CLAIMS HE DID NOT HIT ANYTHING					
10027	P02620	A	770509	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	[illegible]	[illegible]
						63 000101 AMERICAN MOTORS DV	0203 RAMBLER 400				
						BALL STUD SOCKET SEPARATION					
10031	P02649	A	770511	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	B	066961	085021027
						70 000302 LINCOLN	0205 MARK III				
						SENT LOWER CONTROL ARM BALL JOINT ASSEMBLY - BALL STUD IS BROKEN AT BASE OF THREADS - BALL JOINT ACTION FAIR					

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50025	P02132	A	761123	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	096131	090405016
					70	000302 LINCOLN	0205 MARK III				
						STUD IS BROKEN AT BASE OF THREADED PORTION.BALL STUD AND SOCKET ACTION NORMAL WELL LUBRICATED					
50025	P02132	B	761123	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		00	C	096131	090405016
					70	000302 LINCOLN	0205 MARK III				
						BALL JOINT INTACT-BALL STUD SOCKET ACTION GOOD-WELL LUBRICATED,BOOT INTACTED					
DOT1	P02042	A	761021	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		28	B	096323	075701042
					72	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						BALL JOINT STUD BROKE AT BASE ON THREADS. JOINT HAS EXCESS. PLAY. RESULTED IN LOSS OF STEER. CONTROL & SUSP. COLLAPSE.					
10026	P02615	A	770503	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	075000	092627017
					69	000402 CADILLAC	0300 ELDORADO				
						1 MOUNTING EAR BROKE OFF BALL JOINT - DAMAGE ON BOTTOM OF JOINT - BALL STUD ACTION GOOD					
50041	P02452	A	770317	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	055800	012601031
					73	140501 VOLKSWAGEN DIVISN	0300 TYPE III				
						EXCESSIVE PLAY IN BALL STUD SOCKET-NO EVIDENCE OF LUBRICATION					
50028	P02172	A	761214	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	063675	080226008
					70	000403 CHEVROLET	0312 IMPALA				
						BALL STUD & SOCKET IS EXCESS. RUSTED & WORN. EXCESS. PLAY NO FITTING LACK OF LUBE IS EVIDENT.					
50028	P02172	B	761214	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	063675	080226008
					70	000403 CHEVROLET	0312 IMPALA				
						BALL STUD SOCKET RUSTED & WORN, EXCESS PLAY. NO FITTING-LACK OF LUBE					
30008	P01862	A	760908	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	060400	083109037
					70	000403 CHEVROLET	0312 IMPALA				
						EXCESSIVE PLAY AT BALL STUD SOCKET. BALL & SCKT ARE LIGHTLY RUSTED. NO EVIDENCE OF LUBE-NO GREASE FITTING. GREASE BOOT IS SPLIT.					
10028	P02643	A	770511	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	B	075000	098106082
					67	000301 FORD DIVISION	0313 GALAXIE 500				
						BALL STUD BROKEN AT BASE OF THREADS					

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50012	P02020	A	761104	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		21	C	056568	053405004
					68	000303 MERCURY	0400 MERCURY-COLONY PRK				
						BALL STUD & SOCKET SEPARATED, RUSTED. NO EVIDENCE OF LUBE, PLUG STILL IN LUBRICATION HOLE.					
50014	P02039	A	761022	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		28	C	057800	090045061
					70	000303 MERCURY	0407 MERCURY-MARQUIS				
						BALL JOINT STUD BROKE AT BASE OF THREADED PORTION. SOCKET HOUSING IS DAMAGED & DENTED, RESTRICTING MOVEMENT OF BALL STUD.				
50012	P02028	A	761022	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		34	C	045981	054911007
					65	000202 DODGE	0500 DART				
						EXCESS. PLAY AT BALL STUD SOCKET. JOINT IS WELL LUBRICATED.					
50003	P01953	A	760929	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		44	C	056054	001230005
					72	000203 PLYMOUTH	0500 SATELLITE				
						EXCESS. PLAY AT BALL STUD SOCKET. SOCKET IS EQUIPPED W1 GREASE FITTING & WELL LUBRICATED. CAUSED ROAD WANDER.				
50003	P01953	B	760929	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		44	C	056054	001230005
					72	000203 PLYMOUTH	0500 SATELLITE				
						EXCESS. PLAY AT BALL STUD SOCKET. JOINT IS EQUIPPED WITH FITTING. CAUSED ROAD WANDER. ADD'L I.D. 16146					
50011	P02006	A	761103	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		03	C	032047	077640082
					74	000401 BUICK	0600 RIVIERA				
						THREADED PORTION OF STUD BROKE-OFF BALL JOINT. NO EXCESS. PLAY AT BALL STUD SOCKET					
10016	P02708	B	770531	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		44	B	028818	098036056
					74	000203 PLYMOUTH	0600 VALIANT				
						CLAIMS JOINT WORN OUT & WANDER CAR. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE IN GOOD CONDITION					
10016	P02708	A	770531	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		44	B	028818	098036056
					74	000203 PLYMOUTH	0600 VALIANT				
						CLAIMS #132837 JOINTS WORN OUT & CAR WANDERS. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE GOOD					
30028	P01685	A	760730	02152000		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		76	A	068254	091105033
					73	000403 CHEVROLET	0900 VEGA				
						JOINT HAS EXCESS.PLAY GREASE BOOT TORN AWAY. SOCKET IS WORN & SHOULDER IS DISTORTED. WORN JOINT CAUSED WHEEL COLLAPSE. GREASE FITT. ON JOINT					

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10027	P02633	A	770512	02152000	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 73 000407 CHEVROLET TRUCK DV BALL STUD BROKEN AT BASE OF THREADS - TOP OF JOINT SCORED	5701 C10	03	B	070108	075701042
50038	P02315	A	770204	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 70 110206 MG DIVISION SPINDLE BROKE AT OUTER BEARING LOCATION -EVIDENCE OF HEAT MARKS AT EDGE OF BREAK-SPINDLE SHOWS SIGNS OF BEING VERY HOT	0102 MGB GT	03	B	000000	019335003
30019	P01808	A	760819	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 75 000302 LINCOLN CALIPER BOOT HOLE ELONGATED WEAR EXHIBITED AT BALL JOINT&TIE ROD END CONNECTIONS.BEARING SURFACES APPEAR NORMAL	0200 MARK IV	12	C	015000	044110013
50037	P02302	A	770131	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 74 000403 CHEVROLET SPINDLE BROKE AT OUTER BEARING RACE-15MPH, WHEEL FELL OFF.RACE FROZEN ON SPNDL END. RACE WORN-HEATED. NO PRIOR NOISE ACCORDING TO OWNER.	0301 CAPRICE CLASSIC	03	A	041720	006856001
30015	P01773	A	760812	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 65 000301 FORD DIVISION SPINDLE BROKE AT BASE 1/8"FROM INNER WHEEL BEARING.BREAK IS ACROSS CIR OF SPINDLE SHAFT-SLIGHT WEAR ON SPINDLE AT BEARING BUT NOT DISCOLORED	0500 MUSTANG	03	C	006189	073102005
20002	P02748	A	770616	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 75 000203 PLYMOUTH SPINDLE BROKE AT OUTER BEARING LOCATION AT BASE OF THREADS INNER BRNG RACE FROZE ON SPINDLE EVIDENCE OF EXCESS HEAT DISCOLORATION	0601 VALIANT DUSTER	03	C	070602	007644103
50037	P02300	A	770121	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 73 000403 CHEVROLET BEARING, OUTER, WAS FROZEN TO SPINDLE. OUTER SPINDLE SURFACE IS SCORED HEAT MARKS	0900 VEGA	33	C	025565	012205003
10008	P02505	A	770331	02170000	SUSPN.INDP.FT. -BEARING WHEEL 73 000402 CADILLAC BEARING RACE CRACKED, ROLLERS WORN-BROKEN BEARING PRODUCED NOISE, POOR HANDLING	0101 CADILLAC DE VILLE	44	C	047501	[illegible]
50038	P02315	B	770204	02170000	SUSPN.INDP.FT. -BEARING WHEEL 70 110206 MG DIVISION BEARING IS BROKEN-ONLY OUTER RACE-3.ROLLER BRNGS & PART OF BRNG CAGE SENT TO PRP-OUTER RACE IS WORN-CAGE IS BROKEN-BRNGS SHOW EXCESS HEAT	0102 MGB GT	03	B	000000	019335003

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50038	P02315	C	770204	02170000		SUSPN.INDP.FT. -BEARING WHEEL		03	B	000000	019335003
					70	110206 MG DIVISION	0102 MGB GT				
						PART NO S-6 GREEN LM67048 - PLASTIC BEARING RETAINER BROKE. NO WEAR OR HEAT MARKS TO INDICATE A PROBLEM WITH THIS PART. ADD'L ID LM67048				
40007	P01922	B	760922	02170000		SUSPN.INDP.FT. -BEARING WHEEL		03	C	000000	051106004
					70	000403 CHEVROLET	0200 CHEVELLE				
						BEARING RACE CRACKED ACROSS WIDTH. HEAT MARKS INDICATE IT TURNED IN DRUM					
50038	P02312	A	770201	02170000		SUSPN.INDP.FT. -BEARING WHEEL		37	C	025930	054911002
					75	000404 OLDSMOBILE	0200 DELTA 88				
						INNER RACE IS CRACKED, BLUE. ROLLER ENDS WORN, ROLLERS LOOSE IN CAGE ROLLERS & CAGE CANTED TO ONE SIDE. ROLLERS WORN AT CRACK. NOISY					
10016	P02685	A	770523	02170000		SUSPN.INDP.FT. -BEARING WHEEL		36	C	016203	027105003
					76	000403 CHEVROLET	0407 NOVA CONCOURS				
						ONE ROLLER IS MISSING - SHOP CLAIMS CRACKED IN HALF: RACE #LM11910, BEARING #LM11949					
30013	P01757	A	760810	02170000		SUSPN.INDP.FT. -BEARING WHEEL		34	C	080472	023513001
					70	000405 PONTIAC	0600 LE MANS				
						INNER BEARING RACE IS LOOSE IN HUB. NO SIGN OF EXCESSIVE WEAR ON INNER OR OUTER RACE.					
50041	P02404	A	770307	02170000		SUSPN.INDP.FT. -BEARING WHEEL		14	C	033242	050021021
					74	000407 CHEVROLET TRUCK DV	5401 G10				
						VAN-OUTER FRONT: ONE ROLLER IS BROKEN/WORN IN HALF					
50041	P02404	B	770307	02170000		SUSPN.INDP.FT. -BEARING WHEEL		14	C	033242	050021021
					74	000407 CHEVROLET TRUCK DV	5401 G10				
						BEARING ACTION IS ROUGH-ONE ROLLER IS WORN-ID:CM 67010 (OUTER RACE) NDH					
	P81728	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					70	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81731	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					73	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					

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	P81729	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					73	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81730	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					73	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81732	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					74	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81736	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					75	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81735	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					75	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.					
	P81734	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					75	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR REPAIR.					
	P81733	A	760730	02210000		SUSPN.I BEAM (NON-POWER AXLE)		52	C	000000	019709004
					75	000305 FORD TRUCK DIV	6203 B-700				
						SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT					
30020	P01670	A	760712	02250000		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE		12	C	000000	057754008
					71	000305 FORD TRUCK DIV	5113 F250 4X4 PU				
						SHOP CLAIMS PIN COMING LOOSE CAUSED WHEEL TO FLOP INWARD. WEAR DOES NOT APPEAR EXCESSIVE					
	P82348	A	770207	02250000		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE		08	A	178400	090051124
					65	000406 GMC TRUCK DIV	6400 GMC BUS				
						SPINDLE CRACKED AT COLLAR. CRACK REVEALED AFTER MAGNA-FLUXING. FO-55 AXLE					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82346	A	770207	02250000		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE 65 000406 GMC TRUCK DIV SPINDLE FAILED - NO OTHER INFO. FO-55 AXLE	6400 GMC BUS	03	A	000000	090051124
	P82349	A	770207	02250000		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE 66 000406 GMC TRUCK DIV SPINDLE BROKE AT COLLAR. FO-55 AXLE. NO OTHER INFO	6400 GMC BUS	03	A	185000	090051124
	P82347	A	770207	02250000		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE 66 000406 GMC TRUCK DIV SPINDLE FAILED - NO OTHER INFO. AXLE # FO-55	6400 GMC BUS	03	A	000000	090051124
10017	P02715	A	770601	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL 75 000305 FORD TRUCK DIV COIL SPRING BROKE ONE COIL FROM END	5100 F SERIES(LIGHT)	08	C	027660	085021027
30014	P01763	A	760811	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL 71 000305 FORD TRUCK DIV LEFT FRONT COIL SPRING IS BROKEN. BREAK EXTENDS 90 DEG. AROUND COIL, BROKEN LATERALLY. MOST OF BROKEN SURFACE IS SMOOTH.	5200 ECONOLINE SERIES	03	C	029780	075060152
	P81993	A	761004	02410000		SUSPN.SINGL AXLE,REAR-LEAF SPRING ASSEMBLY 76 000402 CADILLAC VEHICLE REAR SUSPENSION IS OVERLOADED. ADD'L REAR LEAF SPRINGS WERE INSTALLED.	0200 FLEETWOOD	44	B	000000	068510002
	P81904	A	760919	02410000		SUSPN.SINGL AXLE,REAR-LEAF SPRING ASSEMBLY 71 000301 FORD DIVISION BROKEN REAR CROSS MEMBER DUE TO AIR SHOCK OVER-INFLATION. PART WAS REPAIRED	0400 MAVERICK	03	C	063471	068510002
	P81903	A	760919	02410000		SUSPN.SINGL AXLE,REAR-LEAF SPRING ASSEMBLY 73 000204 DODGE TRUCK DIV BROKEN SPRING MOUNT - REAR SUSPENSION. SPRINGS HAD TO BE REBUILT	5304 B300	03	C	036000	068510002
	P81994	A	761004	02411000		SUSPN.SGL AXL R-LEAF SPRING ASSEMBLY-LEAF 75 000402 CADILLAC VEHICLE REAR SUSP. WAS OVER-LOADED. ADD'L LEAF SPRINGS WERE INSTALLED	0200 FLEETWOOD	44	B	000000	068510002

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02146	A	761206	02414000		SUSPN.SGL AXL R-LEAF SPRING-U-BOLT		03	C	037500	046327016
					74	000301 FORD DIVISION	0600 PINTO				
						GRADE 8 BOLTS 5/16 USS 1 3/4-IN LONG SEVERLY RUSTED & CRACKED					
30007	P01858	A	760908	02420000		SUSPN.SGL AXL R-CONTROL ARM		34	C	000000	026800002
					74	150301 FIAT DIVISION	0401 128SL COUPE				
						EXCESSIVE VERTICAL MOVEMENT IN BALL STUD SOCKET. ARM IS NOT EQUIPPED WITH GREASE FITTING.					
50039	P02340	B	770207	02420000		SUSPN.SGL AXL R-CONTROL ARM		57	C	019975	019380005
					75	000401 BUICK	0500 LA SABRE				
						BUSHING ON ONE SIDE DETERIORATED FROM FUEL LEAK, CAUSING REAR END SHIFT.					
50033	P02242	A	770108	02420000		SUSPN.SGL AXL R-CONTROL ARM		03	C	033847	076103004
					75	000401 BUICK	0600 RIVIERA				
						L/R AXLE STRUT TWISTED & BROKE NEAR CENTER.BUSHINGS ARE NOT EXCESS. WORN, BUT ARE LOOSE IN HOUSING. HAPPENED W/ FRONT WHEELS 'CUT-OVER'					
10009	P02535	A	770408	02420000		SUSPN.SGL AXL R-CONTROL ARM		03	C	036931	001605008
					71	000405 PONTIAC	0705 CATALINA				
						CONTROL ARM IS HEAVILY RUSTED AND BROKEN AT BUSHING LOCATION - BUSHINGS ARE CRACKED AND WORN - BROKEN ARM CAUSES AXLE TO SHIFT					
50004	P01958	A	760929	02420000		SUSPN.SGL AXL R-CONTROL ARM		44	C	013779	001240002
					75	000404 OLDSMOBILE	0900 STARFIRE				
						BUSHING HOLES ARE ELONGATED IN ARM AT ONE END. BUSHINGS SHOW SOME WEAR COND. CAUSED POOR VEHICLE CONTROL.					
50004	P01958	B	760929	02420000		SUSPN.SGL AXL R-CONTROL ARM		44	C	013779	001240002
					75	000404 OLDSMOBILE	0900 STARFIRE				
						ONE SIDE OF BUSHING HOLE IN ARM IS ELONGATED. BUSHINGS SHOW SOME WEAR COND. CAUSED POOR VEHICLE CONTROL					
50026	P02151	B	761201	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER		44	C	090000	068510002
					70	140401 MERCEDES-BENZ DIV	0101 M-B 220				
						SHOCK POOR ACTION-LOSS DAMPENING GAS- RUBBER DUST BOOT SPLIT					
50026	P02151	A	761201	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER		44	C	090000	068510002
					70	140401 MERCEDES-BENZ DIV	0101 M-B 220				
						SHOCKS POOR ACTION-LOSS DAMPENING GAS- RUBBER DUST BOOT SPLIT					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20008	P01645	B	760701	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER 70 000403 CHEVROLET ACTION OF SHOCK IS GOOD. SOME WEAR AT BUSHINGS. RT SHOCK BROKE - BEST TO REPLACE IN PAIRS	0200 CHEVELLE	00	C	095276	066032002
30003	P01645	A	760701	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER 70 000403 CHEVROLET SHOCK SEPARATED AT PISTON, TWO SECTIONS PULLED APART. SOME WEAR AT BUSHINGS	0200 CHEVELLE	00	C	095276	066032002
50013	P02035	B	761027	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER 72 000203 PLYMOUTH TOP BUSHING HAS SERIES OF SMALL CRACKS. SHOCK IS WEAK- NO LEAKAGE. ACTION IS FAIR.	0500 SATELLITE	44	C	051000	001230005
50013	P02035	A	761027	02460000		SUSPN.SGL AXL R-SHOCK ABSORBER 72 000203 PLYMOUTH TOP BUSHING HAS SERIES OF SMALL CRACKS. SHOCK IS WEAK, NO LEAKAGE. ACTION IS FAIR.	0500 SATELLITE	44	C	051000	001230005
	P82361	B	770309	02620000		WHEELS, SINGLE 75 000202 DODGE WHEEL BROKE WHILE TRAVELING NORTH (MILE 118) AT 6:00 PM ON FLORIDA TURNPIKE AT 55 MPH ON WET 1-31-77 AFTER 2 HRS DRIVING (305)-753-1866	0500 DART	21	A	064048	027107014
	P82362	B	770301	02620000		WHEELS, SINGLE 73 000403 CHEVROLET WHEEL BROKE WHILE TRAVELLING NORTH (MILE 118) AT 6:00 PM ON FLORIDA TURNPIKE AT 55 MPH ON WET 1-31-77 AFTER 2 HRS DRIVING (305)-753-1866	0800 MONTE CARLO	21	A	064048	033308038
50010	P02029	A	761022	02620100		WHEELS SNGL-MAG 73 000407 CHEVROLET TRUCK DV 5 INCH CRACK IN CASTING. CRACK EXTENDS FROM RIM TO WITHIN ONE INCH OF SPIDER. OUTER RIM EDGE IS SCRATCHED, GOUGED. SUSPECT NOT O.E.M.	5300 BLAZER	44	C	055000	068510002
50030	P02193	A	761220	02622000		WHEELS SNGL-DISC-SPIDER 67 000303 MERCURY SPIDER BROKE FROM WHEEL, 360 DEG. AROUND CIRC. DURING SLOW SLIDE ON A WET ROAD. RIM IS DENTED AT 1 POINT. MAG TYPE SPOKE W/ 2 PIECE CONSTRUC	0300 COUGAR	03	C	000000	000000000
40005	P01910	A	760920	02623000		WHEELS SNGL-BEAD 74 000301 FORD DIVISION WHEEL SPLIT 80 DEG. AROUND CIRCUMFERENCE AT TIRE BEAD SEAT.	0800 TORINO	32	C	022371	006856001

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	P82459	A	770318	02625000	WHEELS SNGL-LUGS-NUTS-BOLTS 00 000000 UNKNOWN LUG BOLTS BROKEN OFF FROM TOO MUCH TORQUE, PROBABLY INSTALLED WITH 1/2 INCH AIR WRENCH	0000 UNKNOWN	03	C	000000	036037023
	P02707	B	770531	02625000	WHEELS SNGL-LUGS-NUTS-BOLTS 66 000202 DODGE NUT HAD FALLEN OFF STUD ALLOWING TO SLIP INTO DRUM CAUSING DAMAGE TO WHEEL CYLINDER - POSSIBLE WEAR ON DRUM AT STUD HOLE	0400 CORONET	06	B	080659	089104010
	P81749	A	760801	02627000	WHEELS SNGL-OTHER 00 000000 UNKNOWN SHOP REPORTS SEEING TRU-SPOKE BRAND WIRE WHEEL FOR 5 BOLT HUB WITH ONE ROW OF BROKEN SPOKES-NO PART-SHOP CALLED WITH REPORT.	0000 UNKNOWN	44	C	000000	048213003
	P81798	A	760801	02627000	WHEELS SNGL-OTHER 70 160601 TOYOTA DIVISION NO PART SENT. SHOP CLAIMS WHEEL WAS COMING APART.	0100 TOYOTA CELICA	32	C	000000	020800002
	P81799	A	760813	02627000	WHEELS SNGL-OTHER 74 160601 TOYOTA DIVISION NO PART-SENT. SHOP CLAIMS WHEEL WAS COMING APART.	0100 TOYOTA CELICA	32	C	000000	020800002
	P82258	C	770120	02700000	TIRES 74 000404 OLDSMOBILE OWNER CLAIMS TIRE HAS SLOW LEAK. SHOP CLMS NO VISIBLE PUNCTURES OR SEPARATION, LEAK NOT FOUND.	0200 DELTA 88	44	C	000000	011204002
	P82258	D	770120	02700000	TIRES 74 000404 OLDSMOBILE OWNER CLAIMS TIRE HAS SLOW LEAK. SHOP CLMS NO VISIBLE PUNCTURES OR SEPARATION, LEAK NOT FOUND.	0200 DELTA 88	44	C	000000	011204002
	P82350	A	770207	02700000	TIRES 75 000301 FORD DIVISION BROKEN BELT OR PLY IN CENTER OF TIRE	0700 THUNDERBIRD	64	C	022458	0534[illegible]
	P81750	E	760801	02730000	TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS	0000 UNKNOWN	44	C	000000	060659011

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81750	D	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81750	C	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS	0000 UNKNOWN	44	C	000000	060659011
	P81750	B	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81750	A	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81747	A	760730	02730000		TIRES PLY 00 000000 UNKNOWN TIRE HAS BLISTERS IN TREAD DUE TO PLY SEPARATION 7/32" OF TREAD REMAINING NO PART-SHOP PHONED REPORT	0000 UNKNOWN	44	C	000000	085004002
	P82258	B	770120	02730000		TIRES PLY 74 000404 OLDSMOBILE BULGES APPEAR IN SIDEWALL WHEN TIRE IS INFLATED.	0200 DELTA 88	61	C	000000	011204002
	P82455	B	770224	02730000		TIRES PLY 75 000301 FORD DIVISION TIRE TREAD HAS A LATERAL SHIFT OF 1 TO 1 1/4 INCH TO ONE SIDE	1000 ELITE	55	C	005000	050702006
	P82455	A	770224	02730000		TIRES PLY 75 000301 FORD DIVISION TIRE TREAD HAS LATERAL SHIFT OF ONE INCH TO ONE SIDE	1000 ELITE	55	C	010000	050702006
	P81803	A	760813	02740000		TIRES TREAD 00 000000 UNKNOWN NO PART SENT. SHOP REPORTS PROBS. W/ TREAD SEPARATION ON HWY. DEALER NO HELP. TIRES PULL TO ONE SIDE.	0000 UNKNOWN	64	C	000000	060659011

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82353	A	770128	02740000	TIRES TREAD 75 000401 BUICK TREAD SEPARATION	0000 BUICK	44	C	030349	011204002
	P82351	A	770207	02740000	TIRES TREAD 74 000404 OLDSMOBILE LARGE BULGE IN CENTER OF TREAD	0100 CUTLASS	64	A	013000	055423002
	P82258	A	770120	02740000	TIRES TREAD 74 000404 OLDSMOBILE COMPLETE & TOTAL TREAD SEPARATION. BELTS DAMAGED FROM ROAD CONTACT.	0200 DELTA 88	64	C	000000	011204002
	P82352	A	770131	02740000	TIRES TREAD 74 000301 FORD DIVISION BAD BREAK IN CENTER OF TREAD	0300 LTD	64	A	030000	055423002
20015	P01653	A	760701	02740000	TIRES TREAD 71 160401 DATSUN DIVISION PLY SEPARATION IN TREAD AREA CAUSED TIRE TO WEAR EXCESSIVELY IN 1"X3" AREA. STEEL BELT SHOWS THROUGH PLY.	0800 DATSUN UNKNOWN	00	C	050000	000000000
	P81786	A	760813	02740000	TIRES TREAD 00 000301 FORD DIVISION WITHIN 10000 MI ALL 4 REPLACEMENT STEEL RADIALS LOST 1 FOOT SECTION OF TREAD.NO PROB. WITH NEW 4 PLY POLYESTER OVERSIZE TIRES.	1100 FORD UNKNOWN	21	C	010000	084713018
	P82354	A	770203	02740000	TIRES TREAD 76 000204 DODGE TRUCK DIV TREAD SEPARATION - TO PROVIDE PHOTOS	5400 M SERIES-MOBILE HM	44	C	005100	094022118
	P82459	B	770318	02770000	TIRES OTHER 00 000000 UNKNOWN RADIAL TIRES UNDERINFLATED 10 TO 15 POUNDS	0000 UNKNOWN	44	C	000000	036037023
	P81696	A	760730	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT FAILED RESULTING IN STIFF PEDAL OR BRAKE LOCK-UP	0000 FORD MOTORS CO	15	C	000000	098103087

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	P81696	A	760730	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT FAILED RESULTING IN STIFF PEDAL OR BRAKE LOCK-UP	0000 FORD MOTORS CO	15	C	000000	098103087
	P81696	A	760730	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT FAILED RESULTING IN STIFF PEDAL OR BRAKE-LOCK-UP	0000 FORD MOTORS CO	15	C	000000	098103087
	P01696	A	760801	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 67 000301 FORD DIVISION METAL BUSHING IN PEDAL SUPPORT IS ELONGATED. BUSHING SUPPORTS PEDAL SWING SHAFT ON RIGHT SIDE. RESULTS IN STIFF PEDAL OR BRAKE LOCK-UP.	0500 MUSTANG	15	C	062000	098103087
50033	P02243	A	761220	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 67 000301 FORD DIVISION SUPPORT BRAKET IS WORN AT PEDAL SHAFT BUSHING HOLE. ALLOY BUSHING ON OTHER SIDE IS WORN. BOTH HOLES ARE ELONGATED. ADD'L ID-C7ZB6511	0500 MUSTANG	44	C	076848	083617023
	P82140	A	761123	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 67 000301 FORD DIVISION BRAKE PEDAL SUPPORT WORN AT CROSS SHAFT BUSHING. NEW PART WAS PUNCHED OUT-OF-ROUND WHERE PIVOT SHAFT GOES. HAD TO REMAKE NEW PART TO FIT	0500 MUSTANG	53	C	070000	051106004
	P82141	A	761123	03212000	BRAKES HYDRAULIC-LINKAGE,PEDAL 69 000301 FORD DIVISION PEDAL SUPPORT WORN AT CROSS SHAFT BUSHING, BINDING. SHOP MADE NEW BUSHINGS FOR ORIG. SUPPORT AFTER LAST PART WAS RCVD. DEFECTIVE.	0500 MUSTANG	53	C	050000	051106004
50006	P01979	B	761005	03213000	BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT 74 000407 CHEVROLET TRUCK DV LITTLE MOVEMENT IN SWITCH. SUSPECT INTERNAL DAMAGE CAUSED BY HARNESS FAILURE. COPPER SLUG IN FUSE SLOT TO BRAKE LIGHTS.	5702 C20	28	C	064499	098126073
50003	P01947	A	760928	03213000	BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT 73 000407 CHEVROLET TRUCK DV NO BRAKE LIGHTS. PLUNGER CONTACT IS FROZEN. PLASTIC CASING IS PARTIALY MELTED INDICATING INTERNAL ELECTRICAL SHORT.	5704 C30	28	C	030000	099206096
50036	P02271	A	770128	03221000	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 71 000402 CADILLAC INSIDE OF RUBBER HOSE PARTIALLY COLLAPSED. NO CRACKS-SOME FLEXIBILITY LOST. HOSE SMELLS OF GAS, SUSPECT CONTAMINATION. SHOP CLMS NO ASSIST	0000 CADILLAC	44	C	000000	008723101

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50022	P02110	A	761129	03221000		BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM		28	C	057562	096126073
					72	000402 CADILLAC	0500 CADILLAC UNKNOWN				
						HOSE HAS DETERIORATED INSIDE. COLLAPSED. NO POWER ASSIST EFFECT. HOSE RESTRICTING VACUUM PULL. HOSE RAN FROM CARB TO BOOSTER.					
10032	P02680	A	770516	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	000000	070130001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						PLASTIC CAP FELL OUT OF VALVE					
10032	P02678	A	770516	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	000000	070130001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						PLASTIC CAP FELL OUT OF VALVE					
10032	P02677	A	770516	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	000000	070130001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						PLASTIC CAP FELL OUT OF VALVE					
10032	P02676	A	770516	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	000000	070130001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						PLASTIC CAP FELL OUT OF VALVE					
10032	P02679	A	770516	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	000000	070130001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						PLASTIC CAP FELL OUT OF VALVE					
50024	P02129	A	761122	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	080190	060659011
					67	000401 BUICK	0101 WILDCAT				
						BROKEN VALVE CAUSED LOSS OF POWER ASSIST & NO IDLE COND. IN ENGINE.					
50036	P02264	A	770124	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		32	C	030100	061107005
					69	000404 OLDSMOBILE	0200 DELTA 88				
						POWER BRAKE BOOSTER VACUUM CHECK VALVE IS MADE FROM PLASTIC. FLAT PLASTIC DISC FELL OUT. LOST BRAKING POWER ASSIST					
50020	P02087	A	761126	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	B	045000	090027012
					71	000403 CHEVROLET	0402 NOVA				
						PLASTIC CAP IS MISSING FROM PLASTIC VALVE, POWER BRAKES FAILED					

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10025	P02579	A	770429	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 68 000404 OLDSMOBILE LOSS OF BROKE POWER ASSIST, BACKFIRE THROUGH CARBURETOR - END POPPED OUT OF PLASTIC VALVE	0700 DELMONT	44	B	068000	087104018
DOT1	P02542	A	770412	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 72 200031 INTERNATIONAL TRCK RUBBER PORTION OF DIAPHRAM IS SPLIT IN ONE PLACE AT OUTER EDGE	0000 INTERNATIONAL TRCK	08	C	037604	019409097
DOT1	P02384	A	770222	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE CASING IS INTACT-NO VISIBLE DEFECTS	0100 CUTLASS	15	C	012179	012205098
	P82359	A	770201	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE VACUUM BOOSTER FAILED DUE TO EXTREME COLD. LOSS OF POWER ASSIST.	0111 CUTLASS SUPR CR	15	A	011000	055402019
10026	P02603	A	770507	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 70 000203 PLYMOUTH SHOPS CLAIMS ERRATIC BRAKING & LOCK-UP - DIAPHRAM HUB BROKEN	0404 FURY VIP	14	B	000000	063301003
50010	P02055	A	761021	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 74 000203 PLYMOUTH POWER BOOSTER SOURCE OF VACUUM LEAK, SHOP CLAIMS. ENGINE RAN ROUGH, EXCESS. PEDAL PRESSURE. DIAPHRAGM APPEARS INTACT. ADD'L ID CC 3580339	0601 VALIANT DUSTER	15	C	007773	023513001
DOT1	P02269	A	770122	03224000		BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE BOOSTER FAILED WHILE CAR WAS IN MOTION-FIRST FAILURE	0605 CUSTOM CRUISER	28	C	000000	019020002
50032	P02213	A	761220	03230000		BRKS.HYDRAULIC-MSTR CYL 00 000101 AMERICAN MOTORS DV EXTERNAL APPEARANCE OF M-CYL NORMAL. SUSPECT INTERNAL L AKAGE. TAG NOT READABLE. ADD'L ID-BENDIX	0000 AMERICAN MOTORS DV	28	C	000000	023513001
50017	P02066	A	761020	03230000		BRKS.HYDRAULIC-MSTR CYL 00 000000 UNKNOWN SUSPECT LEAKAGE PAST CUPS IN BORE. NO COMMENTS ON TAG. DUAL RESEVOIR TYPE CYL. IS VERY DIRTY, RUSTED.	0000 UNKNOWN	28	C	000000	004104003

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50025	P02133	A	761122	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	000000	060076001
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						EXTERNAL APPEARANCE OF MASTER CYL.NORMAL-SUSPECT INTERNAL MALFUNCTION, LEAKAGE					
50017	P02064	A	761020	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	000000	004104003
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						SUSPECT LEAKAGE IN BORE AT CUPS - TAG NOT READABLE.					
10008	P02513	A	770420	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	000000	008861107
					00	000000 UNKNOWN	0000 UNKNOWN				
						BENDIX-EXTERNAL APPEARANCE NORMAL-SUSPECT INTERNAL MALFUNCTION/LEAKAGE					
30018	P01794	A	760814	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	050265003
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						EXTERNAL APPEARANCE OF M/CYL.NORMAL-SUSPECT INTERNAL MALFUNCTION					
30011	P01705	A	760730	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	000000	023513001
					00	000000 UNKNOWN	0000 UNKNOWN				
						TAG NOT READABLE. EXTERNAL APPEARANCE NORMAL. SUSPECT INTERNAL PROBLEM					
30022	P01650	A	760701	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	014607007
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						NO VISABLE SIGNS OF FAILURE. SUSPECT INTERNAL DEFECT. TAG NOT READABLE					
20010	P01647	A	760701	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	014607007
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						NO VISABLE SIGNS OF FAILURE. TAG UNREADABLE. SUSPECT INTERNAL MALFUNCT					
30005	P01846	A	760902	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	063109037
					00	000000 UNKNOWN	0000 UNKNOWN				
						NO EXTERNAL DEFECTS,SUSPECT INTERNAL MALFUNCTION. TAG NOT READABLE					
30005	P01845	A	760902	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	063109037
					00	000000 UNKNOWN	0000 UNKNOWN				
						NO EXTERNAL DEFECTS-SUSPECT INTERNAL MALFUNCTION. TAG NOT READABLE.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50031	P02474	A	770331	03230000		BRKS.HYDRAULIC-MSTR CYL		00	D	000000	090027012
					00	000000 UNKNOWN	0000 UNKNOWN				
						TAG NOT READABLE - NO VISIBLE EXTERNAL DAMAGE. TAG NOT READABLE.					
10017	P02723	A	770606	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	090027012
					00	000000 UNKNOWN	0000 UNKNOWN				
						SUSPECT INTERNAL LEAKAGE TAG NOT READABLE					
20001	P02741	A	770615	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	055103001
					00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						O.E.M. TYPE CHRYSL. M-CYL. SUSPECT INTERNAL DEFECT. TAG UNREADABLE, SHOP DOES NOT RECALL PART.					
30018	P01795	A	760814	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	050265003
					67	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						EXTERNAL APPEARANCE OF M/CYL.NORMAL SUSPECT INTERNAL MALFUNCTION					
10031	P02650	A	770512	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	036600	090027012
					75	000403 CHEVROLET	0000 CHEVROLET				
						CLAIMS PEDAL SINKS - SUSPECT INTERNAL LEAKAGE AT SEALS					
50002	P01952	A	760929	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	078554	030501001
					67	000203 PLYMOUTH	0100 BARRACUDA				
						LIGHT RUST ON INSIDE BORE OF CYL. BORE IS DIRTY.					
30011	P01699	A	760730	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	037793	023513001
					72	000202 DODGE	0100 CHALLENGER				
						EXTERNAL APPEARANCE NORMAL-SUSPECT INTERNAL MALFUNCTION. PEDAL FAILURE OCCURED DURING BRAKING.					
50039	P02321	A	770214	03230000		BRKS.HYDRAULIC-MSTR CYL		28	A	045000	098036056
					72	140501 VOLKSWAGEN DIVISN	0100 TYPE I				
						SHOP CLAIMS BRAKE LOSS. NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION					
50031	P02478	A	770331	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	013832	098036056
					76	150301 FIAT DIVISION	0100 X 1/9				
						SHOP CLAIMS SEALS LEAK IN CYL.- COST BRAKES					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50005	P01976	A	761005	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	043000	090027012
					69	000402 CADILLAC	0101 CADILLAC DE VILLE				
						NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION.					
30029	P01692	A	760730	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	052124	01983001
					73	110206 MG DIVISION	0101 MGB				
						LOCKHEED CYL. APPEARS NORMAL-SUSPECT INTERNAL MALFUNCTION. SHOP CLAIMS					
						CYL. CAUSED BRAKE FAILURE. ADD'L I.D. NO. 3/4 Q4					
50033	P02246	A	770104	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	043210	014607007
					71	000303 MERCURY	0200 COMET				
						SHOP CLMS. LOSS OF FLUID & REAR BRAKE LOCK-UP AFTER SITTING OVERNIGHT					
						EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION.					
50005	P01977	A	761005	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	068000	090027012
					68	000303 MERCURY	0300 COUGAR				
						NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION. LOSS OF PEDAL					
40001	P01872	A	760909	03230000		BRKS.HYDRAULIC-MSTR CYL		19	C	063469	063105001
					70	000303 MERCURY	0300 COUGAR				
						SHOP CLAIMS PEDAL FADES. EXTERNAL APPEARANCE NORMAL. SOME DIRT IN					
						RESEVOIRS. SUSPECT INTERNAL MALFUNCTION.					
10012	P02569	A	770418	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	079633	023513001
					70	000301 FORD DIVISION	0300 LTD				
						PEDAL BLEEDS TO FLOOR WHEN STOPPED-SUSPECT LEAKAGE PAST SEALS					
30004	P01834	A	760828	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	043261	014607007
					71	000301 FORD DIVISION	0300 LTD				
						SHOP CLAIMS LOSS OF BRAKES IMPROPER RELEASE.EXTERNAL APPEARANCE NORMAL					
						SUSPECT INTERNAL MALFUNCTION					
50025	P02135	A	761123	03230000		BRKS.HYDRAULIC-MSTR CYL		14	C	045720	051116004
					72	000301 FORD DIVISION	0300 LTD				
						SUSPECT INTERNAL LEAKAGE MASTER CYLINDER					
50019	P02084	A	761110	03230000		BRKS.HYDRAULIC-MSTR CYL		32	C	015627	092703069
					75	000202 DODGE	0300 COLT				
						SHOP CLAIMS M. CYL. LEAKS. POSS. LEAKAGE WHERE PLASTIC RESEVOIRS JOIN					
						METAL CYLINDERS. ADD'L. ID JAPAN 813B.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02730	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	047000	030060081
					75	140501 VOLKSWAGEN DIVISN	0303 DASHER 324				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING NO ADD'L ID				
20001	P02743	A	770615	03230000		BRKS.HYDRAULIC-MSTR CYL		28	A	059200	055103001
					74	140501 VOLKSWAGEN DIVISN	0304 DASHER 364				
						INTERNAL LEAKAGE COMPLETE BRAKE FAILURE OWNER ABLE TO STOP FROM 25MPH WITH HAND BRAKE					
10009	P02538	A	770420	03230000		BRKS.HYDRAULIC-MSTR CYL		32	C	066854	014607007
					71	000403 CHEVROLET	0306 BELAIR				
						EXCESSIVE USE OF FLUID - SUSPECT LEAKAGE					
50039	P02345	A	770207	03230000		BRKS.HYDRAULIC-MSTR CYL		28	A	038819	055423002
					73	000403 CHEVROLET	0312 IMPALA				
						EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL. SUSPECT INTERNAL MALFUNCTION. OCCASIONAL COMPLETE LOSS OF BRAKES.					
30016	P01788	A	760813	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	057840	030501001
					66	000301 FORD DIVISION	0313 GALAXIE 500				
						M/CYLINDER RUSTED IN BORE					
40006	P01915	A	760922	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	029042	014707007
					70	000301 FORD DIVISION	0400 MAVERICK				
						EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION. NO LOSS OF FLUID- NO BRAKING ACTION TWICE, PEDAL SINKS TO FLOOR AT TRAFFIC LIGHT.					
50025	P02136	A	761123	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	050000	051106004
					70	000301 FORD DIVISION	0400 MAVERICK				
						SUSPECT INTERNAL MALFUNCTION MASTER CYLINDER					
50028	P02175	A	761214	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	074994	023513001
					71	000203 PLYMOUTH	0400 FURY				
						PEDAL BLEEDS DOWN. EXTERNAL APPEARANCE NORMAL -SUSPECT INTERNAL. LEAKAGE. ADD'L ID - 3461187					
50023	P02124	A	761129	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	045230	019020002
					72	000301 FORD DIVISION	0400 MAVERICK				
						SHOP CLAIMS NO BRAKES. MASTER CYL. INTACT, FLUID IS DIRTY. SUSPECT INTERNAL MALFUNCTION. SHOP CLMS 'SAFETY VALUE SWITCH' ALSO FAILED.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02149	A	761130	03230000	BRKS.HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION SUSPECT INTERNAL MALFUNCTION-LEAKAGE REAR BRAKE FLUID	0400 MAVERICK	28	C	040613	060201006
10016	P02704	A	770526	03230000	BRKS.HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH CLAIMS NO BRAKES - EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE	0402 FURY II	28	B	090000	001230005
30013	P01754	A	760810	03230000	BRKS.HYDRAULIC-MSTR CYL 66 000203 PLYMOUTH RUSTED IN PISTON CYLINDER OF HOUSING.	0403 FURY III	44	C	061961	030501001
40006	P01914	A	760922	03230000	BRKS.HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION. POSSIBILITY OF FLUID CONTAMINATION. CYL. WAS LEAKING FLUID & REAR BRKS WERE LOCKNG	0403 FURY III	32	C	031603	014607007
50005	P01975	A	761005	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000201 CHRYSLER DIV NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION. SHOP CLAIMS PEDAL SINKS.	0500 NEWPORT	28	C	063994	090027012
10017	P02724	A	770606	03230000	BRKS.HYDRAULIC-MSTR CYL 67 000202 DODGE SHOP CLAIMS LEAKAGE SUSPECT INTERNAL LEAK ADDL ID- 225601	0500 DART	44	C	094277	090027012
50017	P02065	A	761020	03230000	BRKS.HYDRAULIC-MSTR CYL 68 000203 PLYMOUTH LEAKAGE IN BORE FROM RUST, SHOP CLAIMS. ADD'L I.D. 0392223	0500 SATELLITE	28	C	078240	004104003
30013	P01759	A	760810	03230000	BRKS.HYDRAULIC-MSTR CYL 69 000202 DODGE CYL.AREA OF PISTON TRAVEL SLIGHTLY RUSTED.SUSPECT INTERNAL DEFECT	0500 DART	28	C	046402	012601031
50025	P02134	A	761122	03230000	BRKS.HYDRAULIC-MSTR CYL 70 000203 PLYMOUTH EXTERNAL APPEARANCE IS NORMAL-SUSPECT INTERNAL MALFUNCTION,LEAKAGE	0500 SATELLITE	28	C	060091	001230005

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82358	A	770201	03230000		BRKS.HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION OWNER REPORTS PROBLEMS W/ MASTER CYL. NOT SPECIFIC - NO OTHER INFO.	0500 MUSTANG	00	C	000000	055402019
10026	P02606	A	770505	03230000		BRKS.HYDRAULIC-MSTR CYL 70 000201 CHRYSLER DIV EXTERNAL APPEARANCE NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE	0500 NEWPORT	44	B	070000	001230005
20001	P02742	A	770615	03230000		BRKS.HYDRAULIC-MSTR CYL 70 000202 DODGE INTERNAL LEAK - #2225531 AT	0500 DART	28	B	000000	055103001
10010	P02544	A	770412	03230000		BRKS.HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION RUST IN CYLINDER BORE - LOSS OF BRAKES -#2227731	0500 MUSTANG	28	A	000000	046204013
50040	P02440	A	770303	03230000		BRKS.HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH CLAIMS CYLINDER LEAKED FLUID INTO POWER BRAKE UNIT-EVIDENCE OF LEAKAGE AT CYLINDER MOUTH/PUSH ROD LOCATION-ID:3765L 3461187R8	0500 SATELLITE	28	C	070472	060201006
50017	P02062	A	761021	03230000		BRKS.HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH SHOP CLAIMS INTERNAL FLUID BYPASS CAUSED BRAKE FAILURE.	0500 SATELLITE	28	C	045771	023513001
10008	P02514	A	770420	03230000		BRKS.HYDRAULIC-MSTR CYL 75 000401 BUICK DELCO MORAINE-PEDAL FADES-BYPASS LEAKS-INTERNAL LEAKAGE PAST SEALS	0500 LA SABRE	19	C	034720	008861107
50036	P02248	A	761103	03230000		BRKS.HYDRAULIC-MSTR CYL 71 000301 FORD DIVISION SHOP CLMS.MASTER CYL. LEAKS. EXTERNAL APPEARANCE NORMAL, SUSPECT IN- TERNAL MALFUNCTION	0600 PINTO	44	C	064618	090027012
10016	P02687	A	770523	03230000		BRKS.HYDRAULIC-MSTR CYL 75 000404 OLDSMOBILE CASING INTACT, SHOP CLAIMS VEHICLE HAD NO BRAKES. SUSPECT INTERNAL LEAK.	0600 98	44	C	034200	095820123

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MOD YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02728	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					75	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 914 1012					
10017	P02727	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					75	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 94691911D					
10017	P02729	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					76	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID 1774 .02;941;3001E					
10012	P02574	A	770421	03230000		BRKS.HYDRAULIC-MSTR CYL		44	B	001205	014607007
					77	000405 PONTIAC	0600 LE MANS				
						BENDIX- PEDAL GOES TO FLOOR WHEN HOLDING BRAKE ON-SUSPECT LEAKAGE					
20002	P01764	A	760811	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	066426	063105001
					69	000301 FORD DIVISION	0700 THUNDERBIRD				
						EXTERNAL APPEARANCE IS NORMAL. SUSPECT INTERNAL MALFUNCTION, POSS.LEAK					
10025	P02586	A	770429	03230000		BRKS.HYDRAULIC-MSTR CYL		44	B	031486	027101002
					76	000405 PONTIAC	0705 CATALINA				
						FLUID LEAKED INTO BOOSTER FROM REAR OF MASTER CYLINDER-MORAINE 5470408					
50036	P02249	A	770109	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	000000	090027012
					64	000405 PONTIAC	0800 PONTIAC UNKNOWN				
						SHOP CLMS. CYL. LEAKS, NO PEDAL. EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION					
50017	P02067	A	761022	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	081562	090027012
					69	000301 FORD DIVISION	0800 TORINO				
						SHOP CLAIMS PEDAL SINKS. SUSPECT FLUID LEAKAGE PAST CUPS IN BORE OR BAD VALVE					
30001	P01809	A	760819	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	070276	047710001
					70	000301 FORD DIVISION	0800 TORINO				
						NO PEDAL PRESSURE FROM MASTER CYL.SUSPECT INTERNAL MALFUNCTION-PROBABLY LEAKAGE AT CUPS					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30029	P01697	A	760730	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	066894	019803001
					71	000101 AMERICAN MOTORS DV	0800 REBEL				
						NO VISABLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION. CAUSED BRAKE LOSS					
50033	P02241	A	770106	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	071799	023513001
					72	000301 FORD DIVISION	0800 TORINO				
						SHOP CLAIMS CYL. IS LEAKING, LOSS OF PEDAL. CYL. APPEARS NORMAL					
50019	P02083	A	761110	03230000		BRKS.HYDRAULIC-MSTR CYL		32	C	033048	092703069
					73	160401 DATSUN DIVISION	0800 DATSUN UNKNOWN				
						SHOP CLAIMS MASTER CYL. LEAKS					
20004	P02773	A	770617	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	025556	023513001
					73	000301 FORD DIVISION	0800 TORINO				
						SHOP CLAIMS PEDAL BLEEDS TO FLOOR AT STOP SUSPECT INTERNAL LEAKAGE					
	P81802	A	760816	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	014000	068510011
					00	000301 FORD DIVISION	0804 GRAN TORINO				
						NO PART SENT. SHOP SUGGEST SEALS IN CYL. HAVE BEEN DAMAGED DUE TO LENGTH OF STORAGE. FLUID BYPASSING INTERNALLY CAUSES EXESS.TRAVEL					
50007	P02003	A	761103	03230000		BRKS.HYDRAULIC-MSTR CYL		21	C	044071	068510001
					73	000301 FORD DIVISION	0804 GRAN TORINO				
						MASTER CYL. PUSH ROD RETAINER FAILED- PUSH ROD LOOSE IN SEAT. RETAINER NOT AVAIL. FOR INSPEC.					
50037	P02299	A	770128	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	000000	000000000
					75	000401 BUICK	0900 BUICK UNKNOWN				
						NO VISIBLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION, LEAKAGE. TAG IS PARTLY ILLEGIBLE.					
30013	P01758	A	760810	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	050000	063105001
					72	000301 FORD DIVISION	1100 FORD UNKNOWN				
						NO VISIBLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION, PROBABLY IN REAR BRAKE SECTION. RESIDUE OF FLUID AT FRT. PORT. TAG NOT READABLE					
50015	P02046	A	761020	03230000		BRKS.HYDRAULIC-MSTR CYL		13	C	000000	019020002
					00	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						SUSPECT INTERNAL MALFUNCTION. SINGLE CHAMBER M-CYL.- DELCO TYPE. BOTTOM OF RESEVOIR IS DIRTY - GUMMED UP.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,ALL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30001	P01810	A	760819	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	032890	047710001
					74	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						NO PEDAL PRESSURE FROM M/CYL.SUSPECT INTERNAL MALFUNCTION-PROBABLY LEAKAGE AT CUPS				
50002	P01937	A	760928	03230000		BRKS.HYDRAULIC-MSTR CYL		32	C	013320	078701089
					76	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						SHOP CLAIMS M/CYL LEAKS. ADD'L I.D. D-47					
50015	P02045	A	761020	03230000		BRKS.HYDRAULIC-MSTR CYL		00	C	000000	019020002
					00	000406 GMC TRUCK DIV	5000 GMC				
						SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE. DUAL CHAMBERED DELCO TYPE M-CYL.					
	P82313	A	770203	03230000		BRKS.HYDRAULIC-MSTR CYL		32	B	000300	023502078
					70	000305 FORD TRUCK DIV	5101 F100				
						SEAT SEAL IS IRREGULAR, LEAKS CAUSING LOSS OF BRAKES, PART #E71108, MFG - EIS BRAKE, NEW PART PURCHASED AT TIDEWATER AUTO SUPPLY.				
50023	P01620	A	760607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	C	085156	051106004
					68	000305 FORD TRUCK DIV	5111 F250				
						NO EXTERNAL DAMAGE-SUSPECT INTERNAL DEFECT					
50011	P02015	A	761028	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	073891	030501001
					72	000204 DODGE TRUCK DIV	5300 B SERIES				
						INNER BORE OF MASTER CYL. RUSTED & WORN - PRESSURE LOSS.					
50039	P02318	A	770211	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	040108	006470070
					72	000305 FORD TRUCK DIV	5301 BRONCO V100 4X4				
						SHOP CLAIMS FRONT STAGE OF DUAL BRAKING SYSTEM FAILED. NO EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION.					
10010	P02546	A	770329	03230000		BRKS.HYDRAULIC-MSTR CYL		44	C	023660	023513001
					74	000204 DODGE TRUCK DIV	5308 TRADESMAN VAN				
						SUSPECT INTERNAL LEAKAGE #2225674					
50039	P02319	A	770209	03230000		BRKS.HYDRAULIC-MSTR CYL		32	C	027100	055802006
					74	000407 CHEVROLET TRUCK DV	5802 C20				
						SHOP CLAIMS FLUID LEAK. EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02600	A	770427	03233000	BRKS.HYDRAULIC-MSTR CYL.PISTONS-CUPS-SPRNG 71 140401 MERCEDES-BENZ DIV #23099/#23062: 1 SEAL ON FORWARD PISTON SPLIT, 1 SEAL ON REARWARD PISTON SHOWS WEAR ON SEALING SURFACE - SUSPECT LEAKAGE	0102 M-B 220D	32	B	074088	068510002
10011	P02568	A	770404	03233000	BRKS.HYDRAULIC-MSTR CYL.PISTONS-CUPS-SPRNG 71 000301 FORD DIVISION CLAIMS SEALS ARE HARD- SUSPECT LEAKAGE AT SEALS	0600 PINTO	32	C	035638	054911007
40001	P01869	A	760909	03233000	BRKS.HYDRAULIC-MSTR CYL.PISTONS-CUPS-SPRNG 70 000201 CHRYSLER DIV M/CYL.PRIMARY & SECONDARY PISTON CUPS ARE DISTORTED. SOME RUST ON SPRINGS. SHOP CLAIMS CAUSED BRAKE FAILURE. POSS. CONTAMINATED FLUID	0700 CHRYSLER UNKNOWN	28	C	064990	001230005
10010	P02548	A	770329	03233000	BRKS.HYDRAULIC-MSTR CYL.PISTONS-CUPS-SPRNG 75 000403 CHEVROLET SHOP CLAIMS CYLINDER LEAKING BY REAR PLUNGER - LOSS OF BRAKES	0900 VEGA	28	B	000000	004104003
10008	P02528	A	770406	03234000	BRKS.HYDRAULIC-MSTR CYL.OTHER 00 000000 UNKNOWN SUSPECT LEAKAGE IN CYLINDER BORE - EVIDENCE OF FLUID AT PLUNGER LOCATION	0000 UNKNOWN	44	C	000000	015697025
50040	P02373	A	770215	03234000	BRKS.HYDRAULIC-MSTR CYL.OTHER 71 000406 GMC TRUCK DIV SHOP CLAIMS BRAKES SUDDENLY LOCKED UP-NO VISIBLE EXTERNAL DEFECTS-ADEQUATE SEATING OF LINE EVIDENT AT FORWARD CHAMBER-CHECK VALVE?	5200 JIMMY SERIES	33	C	059670	014607007
10007	P02501	B	770407	03240000	BRKS.HYDRAULIC-LINES,FITTINGS, 66 000201 CHRYSLER DIV RUBBER BRAKE FLEX HOSE HAS SERIES OF CRACKS AT BOTH ENDS NEAR FITTINGS SO LEAKS	0500 NEWPORT	32	C	000000	049509001
30004	P01840	A	760828	03241000	BRKS.HYDRAULIC-LINES,METALLIC 68 000203 PLYMOUTH METAL BRAKE LINE IS SEVERELY RUSTED. HOLE IS RUSTED IN LINE AT 1 END.	0000 PLYMOUTH	28	C	000000	017754007
50036	P02262	A	770120	03241000	BRKS.HYDRAULIC-LINES,METALLIC 70 000402 CADILLAC EXHAUST RUBBED THROUGH BRAKE LINE OVER 1 1/2" AREA CAUSING BRAKE FLUID LOSS	0101 CADILLAC DE VILLE	32	A	071981	011204002

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02218	A	761228	03241000		BRKS.HYDRAULIC-LINES,METALLIC		32	B	039582	085004002
					74	000302 LINCOLN	0200 MARK IV				
						HOLE RUBBED IN STEEL BRAKE LINE BY FRAME. CHAFFED AREA IS 1" LONG BY HOLE. SECOND CHAFFED AREA ON LINE. TAG AZ-85004002					
10007	P02489	A	770408	03241000		BRKS.HYDRAULIC-LINES,METALLIC		44	C	000000	015063169
					75	000101 AMERICAN MOTORS DV	0500 HORNET				
						3/16 INCH METAL BRAKE LINE IS PARTIALLY CRUSHED OVER TWO-INCH SECTION-CLAIMS CRUSHED BY TAIL PIPE-COMMON ON MODELS 1970-1977				
50018	P02074	A	761115	03241000		BRKS.HYDRAULIC-LINES,METALLIC		49	C	071325	055805004
					65	000404 OLDSMOBILE	0600 98				
						METAL BRAKE LINE IS RUSTED.					
50014	P02038	A	761022	03241000		BRKS.HYDRAULIC-LINES,METALLIC		32	C	091565	033612002
					65	000203 PLYMOUTH	0600 VALIANT				
						BRAKE LINES ARE RUSTED, WEATHERED. SHOP CLAIMS PIN HOLES IN LINE.					
50021	P02103	A	761129	03241000		BRKS.HYDRAULIC-LINES,METALLIC		32	C	000000	091401026
					74	000204 DODGE TRUCK DIV	5104 D300 SWPT,UTLNE				
						REAR BRAKE LINES MOUNTED BEHIND SPRING U-BOLTS ON AXLE ARE PINCHED IN 2 PLACES - LEAKS FLUID. SHOP CLAIMS POOR ENGINEERING. NO RUST ON LINES					
10032	P02670	A	770519	03241000		BRKS.HYDRAULIC-LINES,METALLIC		03	B	054984	017109006
					70	000305 FORD TRUCK DIV	5111 F250				
						LINE RUSTED OFF AT FITTING					
	P82719	A	770617	03241000		BRKS.HYDRAULIC-LINES,METALLIC		19	C	027100	055802006
					74	000407 CHEVROLET TRUCK DV	5707 K20				
						REAR HYD LINES CRACKED AT FLARED ENDS ALLOWED AIR IN SYST BUT DIDNT LEAK FLUID MASTER CYL REPLACED (P02319) BUT DID NOT CORRECT TROUBLE				
10026	P02607	A	770505	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	000000	001230005
					00	000000 UNKNOWN	0000 UNKNOWN				
						#5010 B27010 SAE 40R1: HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTINGS AT BOTH ENDS					
50019	P02080	A	761117	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	000000	019802003
					00	000000 UNKNOWN	0000 UNKNOWN				
						HOSE IS SPLIT 180 DEG. AROUND CIRC. AT FRAME END. SERIES OF SMALL CRACKS THROUGHOUT HOSE. NO TAG SENT WITH PART.					

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50031	P02473	A	770331	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000000 UNKNOWN	0000 UNKNOWN HOSE IS SPLIT IN RUBBER 270 DEG. AROUND CIRC. AT FRAME BRACKET END. TAG NOT READABLE.	03	C	000000	090027012
50001	P01932	B	760927	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000000 UNKNOWN	0000 UNKNOWN HOSE IS IN 2 PIECES - SUSPECT CUT BY SHOP. HOSE IS CRACKED 1/8" AROUND CIRC. AT WHEEL END. SMALL CRACKS APPEAR AT OTHER END W/ FLEXING.	08	C	000000	001880001
50001	P01932	A	760927	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000000 UNKNOWN	0000 UNKNOWN SERIES OF SMALL CRACKS VISIBLE WITH FLEXING, CRACKS AT ENDS OF HOSE & OTHER PLACES. TAG NOT READABLE.	08	C	000000	001880001
30025	P01676	A	760712	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO HOSE IS CRACKED 360 DEG AROUND CIRC. 3/8 IN FROM FRAME FITTING. LENGTH AND FITTINGS SIMILAR TO 70 DODGE DART.	00	C	000000	015223121
30007	P01851	A	760904	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 70 000203 PLYMOUTH	0000 PLYMOUTH BRAKE HOSE IS CRACKED,SPLIT 3/8"FROM BOTH FITTINGS. CRACK AT FRAME END EXTENDS 180 DEG AROUND CIRC. RUBBER IS HARD, NOT VERY PLIABLE	08	C	095647	017754007
50040	P02389	A	770223	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0000 PLYMOUTH HOSE IS SWELLED AT CRIMP- ID:5018-A08013-SAE-J140	56	C	023075	019560055
50040	P02389	B	770223	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0000 PLYMOUTH HOSE IS SWELLED AT CRIMP	56	C	023075	019560055
10011	P02566	A	770404	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 68 000403 CHEVROLET	0100 CAMARO HOSE IS CRACKED 180 DEGREES AROUND AT ONE END- LEAKS	32	C	112[illegible]	[illegible]
10016	P02694	A	770524	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 70 200031 INTERNATIONAL TRCK	0100 SCOUT SERIES 800A- HOSE IS CRACKED NEAR MIDDLE SHOP CLAIMS FLEX HOSE & CLAMP SUP- PORT TOO CLOSE TO BACKING PLATE	08	B	059468	017754007

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P02675	A	770516	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		04	B	049297	070130001
					73	000403 CHEVROLET	0100 CAMARO				
						#J401-AV-1/8: HOSE POSITIONED TOO CLOSE TO EXHAUST PIPE - HOLE BURNED THROUGH SLEEVE AND NEAR MIDDLE OF HOSE					
DOT1	P02317	A	770214	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	048203091
					75	000403 CHEVROLET	0100 CAMARO				
						TAILPIPE WORE A HOLE IN THE BRAKE HOSE					
10011	P02567	A	770404	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	B	082096	054911007
					66	000402 CADILLAC	0101 CADILLAC DE VILLE				
						HOSE IS SPLIT 360 DEGREES AROUND AT ONE END- SERIES OF CRACKS THRUOUT					
10012	P02573	B	770419	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		57	C	070834	098105017
					69	110206 MG DIVISION	0103 MG MIDGET				
						CENTRAL PORTION OF LINE HAD BEEN RUBBING- WORN TO CORD					
10012	P02573	A	770419	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		57	C	070834	098105017
					69	110206 MG DIVISION	0103 MG MIDGET				
						CENTRAL PORTION OF LINE HAD BEEN RUBBING WORN TO CORD					
50020	P02088	A	761126	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	C	077806	090027012
					69	000405 PONTIAC	0200 GRAND PRIX				
						SHOP CLAIMS HOSE IS KINKED, RESTRICTING FLOW. HOSE IS CRACKED ON TOP COVERING IN SEVERAL PLACES.					
50033	P02246	B	770104	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	043210	014607007
					71	000303 MERCURY	0200 COMET				
						HOSE IS SPLIT 180 DEG. ABOUT CIRC. AT BOTH ENDS, 1/8" TO 1/4" FROM FITTINGS. SHOP CLAIMS TOO SHORT, REPLACEMENTS WERE LONGER.					
50033	P02246	C	770104	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	043210	014607007
					71	000303 MERCURY	0200 COMET				
						HOSE IS SPLIT 180 DEG. ABOUT CIRC. AT ONE END, 360 DEG AT OTHER, 1/8" TO 3/8" FROM FITTINGS. SHOP CLAIMS TOO SHORT & REPLACEMENTS WERE LONGR					
30028	P01690	A	760730	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	017624	014607007
					66	000101 AMERICAN MOTORS DV	0202 RAMBLER AMERICAN				
						LEAKING AT FITTING FOR STEEL LINE. FITTING & ATTACHED LINE ARE RUSTY HOSE IS NOT VERY PLIABLE BUT NOT CRACKED					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30028	P01690	B	760730	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	017624	014607007
					66	000101 AMERICAN MOTORS DV	0202 RAMBLER AMERICAN				
						LEAKING AT FITTING FOR STEEL LINE. FITTINGS ARE RUSTY. HOSE IS NOT VERY PLIABLE BUT NOT CRACKED					
30028	P01687	A	760730	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	033888	012603050
					70	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						BRAKE HOSE IS SPLIT 90 DEG. AROUND CIRC. 3/8 " FROM FITTING AT WHEEL CAUSING LOSS OF FLUID.					
50033	P02232	A	770108	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	080915	012603050
					71	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						BRAKE HOSE IS SPLIT 90 DEG. ABOUT CIRC. 1/8" FROM WHEEL CYL. FITTING SHOP CLAIMS LOSS OF FLUID. ADD'L ID -1/8-8396-BC8050-SAE					
50033	P02232	B	770108	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	080915	012603050
					71	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						BRAKE HOSE IS SPLIT NEARLY 360 DEG. ARCUND CIRC. 1/8" FROM WHEEL CYL. FITTING. SHOP CLMS. FLUID LOSS. ADD'L ID-AV-1/8-8396-A27040					
30024	P01651	A	760701	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		00	C	026221	014607007
					66	000404 OLDSMOBILE	0300 F-85				
						HOSE IS BROKEN IN TWO 4" FROM FRAME FITTING					
	P81990	A	761019	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		22	A	000012	091043044
					76	000402 CADILLAC	0300 ELDORADO				
						BRAKE LINES ARE ROUTED TOO CLOSE TO CAT. CONVERTER, CAUGHT FIRE,CAUSING REAR BRAKE FAILURE.					
DOT1	P02166	B	761217	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	058773	012205003
					70	000404 OLDSMOBILE	0400 TORONADO				
						BRAKE HOSE IS SPLIT 340 DEG. AROUND CIRC. 3/16" FROM METAL BAND TO BALL JOINT SUPPORT. CORD IS VISABLE. ADD'L ID - C260089-SAE 40R1					
50028	P02166	A	761217	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	058773	012205003
					70	000404 OLDSMOBILE	0400 TORONADO				
						BRAKE HOSE IS SPLIT 270 DEG AROUND CIR.,1/8"FROM BAND TO BALL JOINT SUPPORT BRKT. CORD IS VISABLE. ADD'L ID 8396-C030					
30026	P01674	A	760712	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	015223121
					70	000203 PLYMOUTH	0400 FURY				
						BRAKE HOSE IS CRACKED 360 DEG AROUND CIRC. AT BOTH ENDS. SERIES OF SMALLER CRACKS AT FRAME END. HOSE CAUSED BRAKE FAILURE.					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30026	P01674	B	760712	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	015223121
					70	000203 PLYMOUTH	0400 FURY				
						HOSE CRACKED 360 DEG AROUND CIRC. AT WHEEL END, 90 DEG AROUND AT FRAME END. SERIES OF SMALLER CRACKS AT FRAME END.				
50041	P02411	A	770309	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	034300	044110013
					72	000404 OLDSMOBILE	0400 TORONADO				
						HOSE IS SWELLED AT END CRIMPS & AT SUPPORT BRACKET-INTERNAL LEAKS ID:1/8-8396					
40003	P01895	A	760919	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	043176	012603050
					70	000202 DODGE	0406 CORONET 440				
						HOSE IS CRACKED AT BOTH ENDS. ONE END IS WRAPPED WITH ELECTRIC TAPE, EXPOSED END IS CRACKED 300 DEG. AROUND CIRC. 3/8" FROM FITTING.					
20004	P02776	A	770613	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	B	011090	075701042
					76	000401 BUICK	0406 ELECTRA LIMITED				
						SHOP CLAIMS BRAKE HOSE BLOCKAGE CAUSED CAR TO PULL SEVERELY TO RIGHT					
30019	P01805	B	760818	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	042053	046619005
					71	000203 PLYMOUTH	0408 FURY SUBURBAN WAG				
						HOSE IS CRACKED 360 DEG.AROUND CIRCUMFERENCE-3/8"TO1/2"FROM BOTH FITTINGS.					
30019	P01805	A	760818	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	042053	046619005
					71	000203 PLYMOUTH	0408 FURY SUBURBAN WAG				
						BRAKE HOSE SEPARATED AT ONE END,3/8" FROM METAL FITTING.HOSE CRACKED 360 DEGREES AROUND CIRCUMFERENCE AT OTHER FITTING.					
10007	P02501	A	770407	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	049509001
					66	000201 CHRYSLER DIV	0500 NEWPORT				
						HOSE HAS SERIES OF CRACKS, MOST SEVERE AT ENDS NEAR FITTINGS-LEAKS					
10012	P02575	A	770422	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	B	055135	030501001
					67	000202 DODGE	0500 DART				
						HOSE IS CRACKED 180 DEGREES AROUND AT FRAME BRACKET END- LEAKS					
10012	P02575	B	770422	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	055135	030501001
					67	000202 DODGE	0500 DART				
						HOSE IS CRACKED 350 DEGREES AROUND 3/8 INCH FROM WHEEL END					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02724	B	770606	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	094277	090027012
					67	000202 DODGE	0500 DART				
						HOSE IS SPLIT 90 DEG AROUND CIRC 1/4" FROM FRAME FITTING SERIES OF SMALL CRACKS AT EACH END					
50041	P02410	A	770310	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	059996	023513001
					68	000201 CHRYSLER DIV	0500 NEWPORT				
						HOSE HAS SERIES OF CRACKS-MOST PREDOMINANT AT ENDS-LOSS OF BRAKES THRU LEAKAGE					
10007	P02498	A	770407	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	000000	049509001
					69	000202 DODGE	0500 DART				
						HOSE IS SPLIT 360 DEGREES AROUND AT FRAME BRACKET END- 180 DEGREES AT WHEEL CYLINDER END-SERIES OF SMALL CRACKS EVIDENT THROUGHOUT					
10026	P02612	A	770428	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		44	B	065047	058201003
					69	000405 PONTIAC	0500 VENTURA				
						HOSE IS PARTIALLY COLLAPSED INSIDE-CUT BY SHOP FOR INSPECTION					
50041	P02445	A	770321	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	053471	014607007
					71	000303 MERCURY	0500 MONTEGO				
						HOSE IS CRACKED IN RUBBER AT WHEEL END					
50041	P02445	B	770321	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	053471	014607007
					71	000303 MERCURY	0500 MONTEGO				
						HOSE IS CRACKED IN RUBBER AT WHEEL END					
50039	P02363	B	770209	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	029755	063111008
					71	000101 AMERICAN MOTORS DV	0500 HORNET				
						HOSE IS SPLIT 360 DEGREES AT 1/8 INCH FROM FITTING					
50039	P02363	A	770209	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	029755	063111008
					71	000101 AMERICAN MOTORS DV	0500 HORNET				
						HOSE IS SPLIT 360 DEGREES AROUND CIRCUMFERENCE TO INNER CORE AT 1/8 IN FROM FITTING AND LEAKING FLUID					
50018	P01576	A	760801	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		00	C	072198	054130001
					71	000201 CHRYSLER DIV	0500 NEWPORT				
						FRONT BRAKE HOSE IS SPLIT 360 DEG. AROUND CIRC., 3/16" FROM FRAME MNT.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81741	A	760730	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	014511	015223121
					73	000101 AMERICAN MOTORS DV	0500 HORNET				
						BRAKE HOSE SPLIT. HOSE MAY BE TOO SHORT CAUSING STRAIN ON TURNS. PART NOT AVAILABLE.					
30026	P01675	B	760712	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		00	C	051246	015223121
					73	000202 DODGE	0500 DART				
						HOSE CRACKED 360 DEG. AROUND CIRC. 3/8 IN FROM WHEEL FITTING.					
30026	P01675	A	760712	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		00	C	051246	015223121
					73	000202 DODGE	0500 DART				
						HOSE CRACKED 360 DEG. AROUND CIRC 3/8 TO 1/2 IN. FROM WHEEL FITTING					
50041	P02409	A	770310	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	026383	023513001
					73	000202 DODGE	0500 DART				
						HOSE IS SPLIT THRU OUTER RUBBER LAYER 180 DEGREES AROUND 1/8 INCH FROM FRAME FITTING-NO BRAKES					
10008	P02523	A	770412	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	043861	003242005
					73	000202 DODGE	0500 DART				
						BRAKE HOSE HAS SEVERAL CRACKS AROUND CIRCUMFERENCE:#A0208					
10032	P02669	A	770519	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	017540	017109006
					74	000202 DODGE	0503 DART SWINGER				
						#12024H-SAE J1401: HOSE IS CRACKED 360 DEGREES AROUND 1/4 INCH FROM FITTING					
10032	P02669	B	770519	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	017540	017109006
					74	000202 DODGE	0503 DART SWINGER				
						#5011-C12024H-SAE J1401: HOSE CRACKED 180 DEGREES AROUND 1/4 INCH FROM FITTING					
10016	P02688	A	770524	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	[illegible]	[illegible] 3001
					65	000203 PLYMOUTH	0600 VALIANT				
						HOSE HAS SERIES OF SMALL CRACKS IN OUTER RUBBER CASING - IS CRACKED 360 DEGREES AROUND 1/16 INCH FROM FITTING AT FRAME END LOST BRAKES					
10031	P02661	A	770517	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	B	030028	090027012
					69	000203 PLYMOUTH	0600 VALIANT				
						HOSE IS SPLIT 180 DEGREES AROUND NEAR FITTING AT BRACKET END - LEAKS					

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20018	P01622	A	760607	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 69 000203 PLYMOUTH HOSE CRACKED 180 DEG AROUND, 3/8 IN FROM FRAME FITTING-CRKD AT CYL	0600 VALIANT	08	C	113169	051106004
50023	P01622	B	760607	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 69 000203 PLYMOUTH HOSE SPLIT 180 DEG AROUND 3/8 IN FROM FRAME FITTING	0600 VALIANT	08	C	113169	051106004
50037	P02301	A	770127	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 360 DEG AROUND CIRCUMFERENCE AT BOTH ENDS.ONE END IS SPLIT 3/4" FROM FITTING. OTHER END IS SPLIT.PARTIALLY RESULT OF CHAFF.	0600 VALIANT	32	C	023325	012205003
50037	P02301	B	770127	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 180 DEG AROUND CIRCUMFERENCE AT ONE END, 3/8" FROM FITTING	0600 VALIANT	08	C	023325	012205003
50040	P02387	B	770305	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH HOSE IS SPLIT 180 DEGREES AROUND 3/16 INCH FROM CALIPER END-ID C07113H SAE J1401	0600 VALIANT	03	C	041000	055408005
50040	P02387	A	770305	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH HOSE IS SPLIT 180 DEGREES AROUND 1/4 INCH FROM FRAME END-ID:GY 1/8 5011-C07113H	0600 VALIANT	03	C	041000	055408005
50001	P01931	A	760927	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH HOSE HAS 1/4" SPLIT AT CALIPER END. SMALL CRACKS VISIBLE W/ FLEXING. ADD'L I.D. 5011 C06034H	0600 VALIANT	08	C	053439	001880001
50001	P01931	B	760927	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH HOSE IS CRACKED 180 DEG. AROUND CIRC. AT BOTH ENDS. SMALL CRACKS VISIBLE WITH FLEXING. ADD'L I.D. SAE J140 GY 1/8"	0600 VALIANT	08	C	053439	001880001
50001	P01930	B	760927	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH BRAKE HOSE IS CRACKED 180 DEG. AROUND CIRC., 1/8" FROM FITTING. SMALL CRACKS APPEAR AT ENDS WHEN FLEXED. ADD'L I.D. 5011 A 12024H	0600 VALIANT	08	C	023672	001880001

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50001	P01930	A	760927	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000203 PLYMOUTH BRAKE HOSE IS CRACKED 360 DEG. AROUND CIRC., 318" FROM FITTING. ADD'L ID. 5011 A 12024.	0600 VALIANT	08	C	025672	001880001
40006	P01916	A	760922	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH BRAKE HOSE CRACKED AND SPLIT 180 DEG. AROUND CIR. 1/2" FROM FITTING	0601 VALIANT DUSTER	08	C	025155	014607007
30028	P01689	B	760730	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 180 DEG AROUND CIRC. 3/8" FROM FRAME FITTING. HOSE APPEARS TOO SHORT FOR APPLICATION. ADD'L I.D. NO. GY-1/8-5011 B07122Y	0601 VALIANT DUSTER	32	C	023341	014607007
30028	P01689	A	760730	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE SPLIT 180 DEG. AROUND CIRC. 3/8" FROM FRAME FITTING. HOSE APPEARS TOO SHORT FOR APPLICATION. ADD'L I.D. NO. GY-1/8-5011-B07122Y	0601 VALIANT DUSTER	32	C	023341	014607007
30028	P01688	A	760730	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH BRAKE HOSE IS SPLIT 180 DEG AROUND CIRC. 3/8 " FROM FITTING ADD'L I.D. NO - GY-1/8-5011-A0211211	0601 VALIANT DUSTER	32	C	016486	012603050
30012	P01719	A	760805	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE IS CRACKED 360 DEG AROUND CIRC. 1/2" FROM FITTING AT 1 END- 180 DEG. AROUND CIRC. 3/8" FROM FITTING AT OTHER END. POSS. HOSE IS SHORT	0601 VALIANT DUSTER	32	C	029578	051106004
50041	P02446	B	770321	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH SAME AS A- 1/8-5011-012043H-SAE-J140	0601 VALIANT DUSTER	03	C	048973	014607007
50041	P02446	A	770321	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT THRU RUBBER 360 DEGREES AROUND AT 1 END NEAR FITTING ID:1/8-50111316043H-SAE-J1401	0601 VALIANT DUSTER	33		048973	14[illegible]7007
50016	P02053	B	761020	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH BOTH ENDS OF BRAKE HOSE ARE SPLIT 180 DEG AROUND CIRC. WITHIN 1/2" OF METAL FITTINGS. ADD'L ID. 508043H SAE	0601 VALIANT DUSTER	08	C	038162	012603050

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50019	P02077	B	761117	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER HOSE BROKE IN 2 AT 2/3 POINT, CRACKED 360 DEG. AROUND CIRC. 1/4" FROM FITTING. SHOP CLAIMS TOO SHORT, NEW HOSE IS 1" LONGER. ID-Y SAE J1401	03	C	033670	014607007
50019	P02077	A	761117	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER HOSE BROKE IN 2 AT 2/3 POINT, CRACKED 180 DEG. AROUND CIRC., 3/8" FROM FITTING. SHOP CLAIMS TOO SHORT, NEW PART WAS 1" LONGER. ID-A06033Y SAE	03	C	033670	014607007
50016	P02053	A	761020	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER BRAKE HOSE IS CRACKED 360 DEG. AROUND CIRC. AT BOTH ENDS, 1/2" FROM FITTINGS. ADD'L I.D.-A08043H	08	C	038162	012603050
20004	P02777	B	770613	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 3/16" FROM FITTING ADD'L ID 1-A12043H-SAE-J1401	08	C	029961	014607007
20004	P02777	A	770613	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 1/8" FROM FITTING ADD'L ID 1-B16043H	08	C	029961	014607007
10032	P02668	B	770519	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER HOSE IS CRACKED 180 DEGREES AROUND AT WHEEL END 1/4 INCH FROM FITTING & 360 DEGREES AROUND AT FRAME END 3/8 INCH FROM FITTING #GY1/85011	08	B	038855	014607007
10032	P02668	A	770519	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0601 VALIANT DUSTER #GY-1/8-5011-C24023H:HOSE IS CRACKED 180 DEGREES AROUND AT 2 PLACES AT WHEEL END 1/4 INCH FROM FITTING & 360 DEGREES AROUND AT FRAME END	08	B	038855	014607007
10007	[illegible]	A	[illegible]	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0606 VALIANT SCAMP HOSE IS SPLIT 360 DEGREES AROUND 3/8 INCH FROM FITTINGS AT BOTH ENDS- #A07122 SAE J1401	[illegible]	C	053871	[illegible]
10007	P02500	B	770407	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000203 PLYMOUTH	0606 VALIANT SCAMP BRAKE FLEX HOSE CRACKED 360 DEGREES AROUND AT FRAME BRACKET END 3/8-IN FROM FITTING & 180 DEGREES AT CALIPER END- #SAE J1401	08	C	053871	049509001

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02185	A	761223	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 75 000203 PLYMOUTH	0606 VALIANT SCAMP	28	C	024000	023181002
					EXTERNAL APPEARANCE EXCELLENT, SHOP CLAIMS HOSE BLOCKED FLUID, LOCKED BRAKES ON LFT. FRONT. ADD'L ID 75-1/8 HL (WEATHERHEAD)					
30016	P01780	A	760812	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 68 000202 DODGE	0610 MONACO POLARA	32	C	000000	054130001
					HOSE CRACKED IN 2 PLACES AT FRAME BRACKET END,CRACK EXTEDS 180 DEG. AROUND CIR.-1/8"TO3/8"FROM FITTING 2ND CRACK EXTENDS 10DEG HOSE BRITLE					
30026	P01673	A	760712	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 71 000202 DODGE	0610 MONACO POLARA	32	C	047420	015223121
					HOSE IS CRACKED 180 DEG. AROUND CIRC. 3/8 IN. FROM FRAME FITTING					
20015	P01649	A	760701	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 68 000405 PONTIAC	0612 TEMPEST	00	C	000000	014607007
					BRAKE HOSE BROKE APPROX. 8" FROM WHEEL CYL. FITTING. TAG NOT READABLE					
10007	P02499	A	770407	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 66 000301 FORD DIVISION	0700 THUNDERBIRD	08	C	000000	049509001
					HOSE IS SPLIT 360 DEG. AROUND 3/8 FROM METAL FITTINGS AT BOTH ENDS & 100 DEG. AROUND NEAR MIDPOINT #MIL-H-137					
50039	P02368	B	770214	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 63 000405 PONTIAC	0705 CATALINA	08	C	010013	054130001
					HOSE IS CRACKED IN 2 PLACES 180 DEG AT FRAME END 1/16 & 1/4 INCH FROM FITTING-HOSE IS CRACKED 345 DEG AT WHEEL CYLINDER END					
50039	P02368	A	770214	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 63 000405 PONTIAC	0705 CATALINA	08	C	010013	054130001
					HOSE IS CRACKED 345 DEG. AROUND CIRCUMFERENCE AT WHEEL CYLINDER END, 180 DEG. AROUND FRAME END 1/4 INCH FROM FITTINGS					
30015	P01779	A	760812	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 70 000405 PONTIAC	0705 CATALINA	08	C	000000	054130001
					CRACK EXTENDS 180 DEG. AROUND CIR.-3/8" FROM FITTING.					
40002	P01879	A	760916	0324200	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 70 000405 PONTIAC	0800 PONTIAC UNKNOWN	08	C	033160	049509001
					HOSE IS CRACKED 360 DEG. ABOUT CIRCUMFERENCE 1/2" FROM METAL FITTING					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40002	P01879	B	760916	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 70 000405 PONTIAC	0800 PONTIAC UNKNOWN	08	C	033160	049509001
					HOSE HAS SERIES OF SMALL CRACKS NEAR METAL FITTINGS.					
30026	P01672	A	760712	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE	0900 DODGE UNKNOWN	57	C	018844	015223121
					HOSE CRACKED AROUND CIRC. 3/8" FROM FITTING AT CALIP. END & 90 DEG. AROUND CIRC. 3/8 IN. FROM FRAME FITTING. ADD'L ID NO. A22063Y SAEJ1401					
10015	P02375	A	770105	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000204 DODGE TRUCK DIV	5101 D100 SWPT,UTLNE	08	C	050474	084107017
					HOSE SPLIT 180 DEG. AROUND CIRCUMFERENCE AT FITTING AT WHEEL CYL. END OF HOSE FROM SHARP LEFT TURN- SHOP SAYS TOO SHORT					
10015	P02385	A	770314	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000204 DODGE TRUCK DIV	5101 D100 SWPT,UTLNE	03	C	044017	083201068
					HOSE IS SPLIT 180 DEGREES AROUND CIRCUMFERENCE AT WHEEL CYLINDER END- 4WD 1/2 TON					
10015	P02386	A	770314	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 75 000204 DODGE TRUCK DIV	5101 D100 SWPT,UTLNE	03	C	009811	083201068
					HOSE IS SPLIT 360 DEGREES 1/8 INCH FROM CALIPER END-SPLIT EXTENDS THRU RUBBER LAYER INTO CORD-4WD-1D A13094H DISC BRAKES					
50033	P02228	A	770108	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000204 DODGE TRUCK DIV	5104 D300 SWPT,UTLNE	32	C	000000	084107017
					BRAKE HOSE CRACKED 270 DEG. ABOUT CIRC., 1/8" FROM WHEEL FITTING. HOSE LEAKED. SHOP CLMS HOSE TOO SHORT, BROKE ON SHARP TURN. ADD'L ID- J1401					
50030	P02184	A	761223	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000204 DODGE TRUCK DIV	5107 W100	08	C	055000	083661033
					HOSE IS SPLIT 360 DEG. AROUND CIRC., 1/4" FROM FITTING. CORD IS EXPOSD					
50040	P02425	A	770315	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000305 FORD TRUCK DIV	5111 F250	08	C	000000	084107017
					HOSE IS SPLIT 180 DEGREES AROUND AT WHEEL END 1/8 INCH FROM FITTING					
50038	P02303	A	770131	03242000	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000204 DODGE TRUCK DIV	5304 B300	28	C	013454	017109006
					HOSE IS SPLIT THROUGH OUTER RUBBER LAYER IN TWO PLACES AT FITTING. SHOP CLAIMS HOSE STRETCHED BLOCKING FLUID FLOW					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50038	P02303	B	770131	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	C	013454	017109006
					73	000204 DODGE TRUCK DIV	5304 B300				
						HOSE IS SPLIT THROUGH OUTER RUBBER LAYER IN SEVERAL PLACES AT FITTING					
						SHOP CLAIMS HOSE STRETCHED BLOCKING FLUID FLOW					
50033	P02245	A	761220	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	036271	083617023
					67	000406 GMC TRUCK DIV	5601 C1500				
						HOSE HAS SERIES OF CRACKS THROUGHOUT OUTER LAYER. FRAME BRACKET END OF					
						HOSE SPLIT 170 DEG. ABOUT CIRC. 1/4" FROM FITTING.					
50030	P02245	B	761220	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	036271	083617023
					67	000406 GMC TRUCK DIV	5601 C1500				
						HOSE HAS SERIES OF CRACKS THROUGHOUT OUTER LAYER, SPLIT 180 DEG. ABOUT					
						CIRC. 3/16" FROM FRAME FITTING.					
50023	P02113	A	761130	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	023500	053511008
					73	000406 GMC TRUCK DIV	5602 C2500				
						RUBBER CRACKED & FRAYED AT FITTING CAUSING LEAK, BROKE WHEN REMOVED.					
						ADD'L ID AV-1/8-8396					
40002	P01878	A	760916	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	018497	049509001
					65	000407 CHEVROLET TRUCK DV	5701 C10				
						HOSE HAS SERIES OF CRACKS AT EACH END & AT BEND IN MIDDLE. SHOP CLAIMS					
						HOSE IS LEAKING.					
40002	P01878	B	760916	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	018497	049509001
					65	000407 CHEVROLET TRUCK DV	5701 C10				
						HOSE HAS SERIES OF CRACKS AT EACH END & AT MIDDLE BEND. SHOP CLAIMS					
						HOSE IS LEAKING.					
50001	P01929	A	760927	03245000		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV		37	C	000000	001880001
					75	000402 CADILLAC	0101 CADILLAC DE VILLE				
						VALVE IS NOISY - ERRATIC PERFORMANCE. EXETERNAL APPEARANCE IS NORMAL-					
						SUSPECT INTERNAL MALFUNCTION.					
30021	P01641	A	760701	03245000		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV		00	C	020000	001605008
					75	000203 PLYMOUTH	0401 FURY I				
						SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE					
30021	P01639	A	760701	03245000		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV		00	C	020000	001605008
					75	000203 PLYMOUTH	0401 FURY I				
						SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81997	A	760927	03245000		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV		33	C	010000	019380005
					72	000202 DODGE	0500 DART				
						REPLACED PROPORTIONING VALVE TWICE IN 10,000 MILES TO CORRECT RECURRNG REAR WHEEL LOCK-UP.					
30021	P01640	A	760701	03245000		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV		00	C	000000	001605008
					75	000203 PLYMOUTH	1000 PLYMOUTH UNKNOWN				
						SUSPECT INTERNAL MALFUNCTION TAG NOT READABLE					
50041	P02419	A	770223	03249000		BRKS.HYDRAULIC-LINES,FITTINGS-OTHER		32	C	047000	017754007
					71	000301 FORD DIVISION	0000 FORD DIVISION				
						WHEEL CYLINDER WALLS SCORED FROM RUST-LEAK-NO BRAKES-SUSPECT CYLINDERS ARE FROM GMC PRODUCT-ID:1 5450 649 T 68 MORAINE				
50041	P02419	B	770223	03249000		BRKS.HYDRAULIC-LINES,FITTINGS-OTHER		32	C	047000	017754007
					71	000301 FORD DIVISION	0000 FORD DIVISION				
						SAME AS A					
30017	P01790	A	760814	03249000		BRKS.HYDRAULIC-LINES,FITTINGS-OTHER		44	C	000000	012205003
					75	000301 FORD DIVISION	0504 MUSTANG II				
						SHOP CLAIMS VALVE CAUSD EXCESS. PEDAL TRAV. CUT OFF REAR SEC. OF M/CYL SUSP. INTERNAL MALFUNCTION. ADD'L ID# D52A 2B328 BA					
50023	P02122	A	761123	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		33	C	125000	098106082
					73	160401 DATSUN DIVISION	0300 DATSUN B-210				
						PISTON IS FROZEN IN WHEEL CYLINDER- RUSTED					
	P81744	B	760730	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		44	C	000000	013901005
					74	000101 AMERICAN MOTORS DV	0300 PACER				
						WHEEL CYLINDER IS LEAKING. NO PARTS AVAILABLE.					
50038	P02314	A	770204	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		03	A	000000	098106082
					62	000403 CHEVROLET	0312 IMPALA				
						MOUNTING BRACKET BROKE ON WHEEL CYLINDER. CYLINDER IS ALSO PITTED					
10016	P02707	A	770531	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		57	B	080659	089104010
					66	000202 DODGE	0400 CORONET				
						SLOT WORN ACROSS LENGTH OF TOP OF WHEEL CYLINDER BY LOOSE WHEEL STUD-CASING BEGINNING TO CRACK ON INSIDE CYLINDER SURFACE - NOISE & LEAK					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40004	P01901	A	760919	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		28	C	072855	068510002
					71	000301 FORD DIVISION	0600 PINTO				
						PISTONS APPEAR FIXED SOLID IN CYL. DUST BOOT IS CRACKED & PARTIALLY DRAWN INTO CYL AT 1 END. SHOP CLMS CYL MTD WRONG. ADD'L ID 2230739 R					
50032	P02213	A	761220	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		33	C	056826	098106082
					71	160401 DATSUN DIVISION	0601 DATSUN 510				
						CYL. IS FROZEN. ADD'L ID - JAPAN 13/16					
DOT1	P01911	A	760920	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		08	C	014721	006856001
					70	000102 JEEP DIV	5201 CJ-5 JEEP				
						WHEEL CYL. IS CRACKED AT ONE END 160 DEG. AROUND CIR. CRACK IS AT DUST BOOT GROOVE.					
30028	P01684	B	760730	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		00	C	000000	019803001
					68	000403 CHEVROLET	0312 IMPALA				
						PRIMARY SHOE APPEARS NORMAL. SECONDARY SHOE IS BENT. ADD'L ID NO. 312636					
30028	P01684	A	760730	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		44	C	000000	019803001
					68	000403 CHEVROLET	0312 IMPALA				
						REPLACEMENT SHOES - NEVER USED. LINING SURFACE ON SECONDARY SHOE IS BENT AT CORNERS. DEFORMITY WILL RESULT IN IRREGULAR & PREMATURE WEAR					
10027	P02636	A	770509	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		44	B	076200	040503002
					67	000301 FORD DIVISION	0500 MUSTANG				
						ANCHOR PLATE IS CRACKED AT HOLD DOWN SPRING LOCATION - ALL LINING IS WORN OFF SHOE					
DOT1	P02040	A	761021	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		44	C	000000	040503002
					73	000202 DODGE	0503 DART SWINGER				
						SHOE RIB IS CRACKED AT RETURN SPRING HOLE. ALL LINING IS WORN FROM SHOE.					
50032	P02212	B	761220	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		22	C	098710	098106082
					68	000401 BUICK	0700 SKYLARK				
						BRAKE SHOE CRACKED AT EMERGENCY BRAKE SLOT. ANCHOR PLATE IS BENT					
10028	P02639	A	770511	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		56	B	065555	023513001
					69	000401 BUICK	0700 SKYLARK				
						BRAKE SHOE ANCHOR PLATE IS BENT AT ANCHOR PIN - BRAKE LINING IS WORN IRREGULARLY					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30004	P01836	A	760828	03262000		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		57	C	000000	023513001
					73	000305 FORD TRUCK DIV	5201 E100 CARGO VAN				
						SECONDARY SHOE SCORED AND EXCESSIVELY WORN.SHOE IS DEFORMED AT TOP PORTION BETWEEN ANCHOR PIN GROOVE & LINING. SHOE IS BOWED UP-WRONG ARC					
40004	P01913	A	760920	03263000		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		33	C	087009	070601009
					67	000403 CHEVROLET	0200 CHEVELLE				
						BONDED LININGS CAME OFF SHOES ON 1 WHEEL. PRIM. LINING IS MORE THAN 1/4" THICK, SECOND. IS 1/8" THICK-BENT AT BOTTOM. FAIL. JAMMED BRAKES					
10016	P02689	A	770524	03263000		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		03	B	064500	081003001
					70	000403 CHEVROLET	0312 IMPALA				
						SHOP SENT TWO FRAGMENTS OF SHOE LINING BONDED TYPE - LINING SEPARATED FROM SHOE & CRACKED SHOP CLAIMS HEAT CRACKED BONDING					
30005	P01844	A	760902	03263000		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		57	C	000000	063109037
					00	140501 VOLKSWAGEN DIVISN	0700 VOLKSWAGEN UNKNOWN				
						SET OF SHOES FROM 1 WHEEL. LININGS ARE EXCESSIVELY WORN,DOWN TO RIVTS ON BOTH SHOES. LINING IS CRACKED ON ONE SHOE					
30008	P01863	A	760908	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	043000	063109037
					72	200031 INTERNATIONAL TRCK	0100 SCOUT SERIES				
						DRUM IS DENTED INWARD AROUND MOUNTING HOLES. SHOP CLAIMS BRAKING SURFACE IS WORN BEYOND LIMITS-DRUM SCORED AT OUTER EDGE OF SURFACE					
40008	P01877	A	760916	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	066055	049509001
					70	000403 CHEVROLET	0200 CHEVELLE				
						BRAKING SURFACE OF DRUM EXCESSIVELY SCORED,WORN BEYOND LIMITS. METAL IS FLAKING ON DRUM EXTERIOR.					
20002	P02749	A	770614	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	000000	023513001
					70	000301 FORD DIVISION	0200 FALCON				
						FACING OF DRUM IS EXCESSIVELY SCORED					
10009	P02533	A	770401	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		03	C	016061	092632025
					68	000301 FORD DIVISION	0500 MUSTANG				
						HUB BROKE OUT OF DRUM -BRAKE SHOE RETURN SPRING HAD BROKE AND CUT DRUM WEAR ON DRUM FACE IS NOT EXCESSIVE					
50039	P02320	A	770211	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		44	C	000000	002140002
					71	000101 AMERICAN MOTORS DV	0500 HORNET				
						FACE OF DRUM IS SCORED. SPIDER PORTION OF DRUM IS BENT					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
30014	P01762	A	760811	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 71 000202 DODGE	0500 DART	14	C	027217	095207019
					WELD FAILURE ON DRUM CAUSED ERRATIC BRAKING. WELD HAS SPLIT 100 DEG. AROUND CIRC. WHERE CONTACT SURFACE JOINS TO SPIDER (BOLT) PLATE.					
50039	P02366	A	770209	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 68 000203 PLYMOUTH	0600 VALIANT	57	C	000000	002140002
					BRAKE DRUM IS 9 IN. DIAMETER- FACING IS SCORED WITH 2 GROOVES CAUSED BY METAL TO METAL CONTACT					
50026	P02145	A	761206	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 72 000203 PLYMOUTH	0601 VALIANT DUSTER	03	C	056000	046327016
					HUB IS BROKEN OUT OF ASSEMBLY-CRACK EXTENDS ALONG INNER CIRCUMFERENCE OF 4 WHEEL MOUNTING STUDS-SUSPECT TURNED BEYOND LIMITS					
30006	P01843	A	760902	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 73 000203 PLYMOUTH	0601 VALIANT DUSTER	57	C	000000	038109009
					BRAKE DRUM IS EXCESSIVELY WORN.WEAR IS GREATER TOWARD CENTER OF CAR. DRUM IS FINELY SCORED					
30005	P01844	B	760902	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 00 140501 VOLKSWAGEN DIVISN	0700 VOLKSWAGEN UNKNOWN	57	C	000000	063109037
					EXCESSIVELY SCORED ON SHOE CONTACT FACE. SHOE LININGS ARE WORN.					
30009	P01817	A	760824	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 73 000301 FORD DIVISION	0800 TORINO	57	C	036000	022601028
					LINING CONTACT AREA OF DRUM EXCESSIVELY WORN,SCORED.SHOE CLAIMS CAR WAS RUN WITH PARKING BRAKE ON.					
50032	P02214	A	761220	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 71 000301 FORD DIVISION	1100 FORD UNKNOWN	03	C	078988	044646005
					DRUM IS SPLIT IN TWO NEAR INNER RIM ALONG CIRC. FACING OF DRUM IS WORN DRUM IS RUSTED					
30009	P01816	A	760824	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 66 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57	C	036841	[illegible]
					BRK LINING CONTACT AREA EXCESSIVELY WORN,GROOVED.INDICATIONS DEMONSTRATE NORMAL WEAR FROM LINING-DRUM CONTACT, THO MILEAGE TOO LOW					
30009	P01816	B	760824	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 66 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57	C	036841	090405016
					BRK LINING CONTACT AREA EXCESSIVELY WORN,GROOVED.INDICATIONS DEMONSTRATE NORMAL WEAR FROM LINING DRUM CONTACT THO MILEAGE TOO LOW					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50007	P02004	A	761111	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		08	C	132049	080909050
					71	000305 FORD TRUCK DIV	5201 E100 CARGO VAN				
						DRUM HAS ONLY SLIGHT WEAR- APPEARS RECENT. RESURF. CRACK EXTENDS 360 DEG. AROUND SPIDER, 3/4" FROM CTR. OF LUG HOLES. HOLES SHOW SOME WEAR					
30013	P01753	A	760810	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		33	C	056000	051103030
					70	000403 CHEVROLET	0200 CHEVELLE				
						RT. FRT. BRAKE ANCHOR PIN BROKE IN SPINDLE ON THREADED PORTION, 1/2" FROM TOP OF HOLE. BACKING PLATE PIN HOLE IS ELONGATED. BRAKE LOCKED-UP					
10011	P02563	A	770404	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	B	071199	054911007
					71	000301 FORD DIVISION	0300 LTD				
						HOOK BROKE OFF SPRING CAUSING BRAKES TO LOCK-UP					
50038	P02314	B	770204	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		03	A	000000	098106082
					62	000403 CHEVROLET	0312 IMPALA				
						ANCHOR PIN BROKE AT BASE OF THREADS ON STUD WHICH SECURES PIN TO BACKING PLATE					
50032	P02212	A	761220	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		57	C	098710	098106082
					68	000401 BUICK	0700 SKYLARK				
						BACKING PLATE WORN FROM BRAKE SHOE CONTACT. PORTION ON BOTTOM WORN THRU. ADD'L ID-MORAINE 5465157-R					
20003	P02765	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02768	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02767	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02766	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50033	P02244	A	761220	03265000	BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER 73 000102 JEEP DIV HOOK IS BROKEN OFF RED BRAKE SHOE RETURN SPRING AT ANCHOR PIN END. POSS. CHAFFING CAUSED BREAK FROM APPEARANCE. TENSION IS GOOD.	5402 J20 TRUCK	03	C	010396	083617023
10008	P02520	A	770401	03271000	BRKS HYDRAULIC-DISC-CALIPER 59 110203 JAGUAR DIVISION CLAIMS RUST IN BORE- DUST EVIDENT IN CALIPER- BRAKE FAILURE	0100 JAGUAR	28	C	000000	068510002
50040	P02383	A	770222	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000403 CHEVROLET SHOP CLAIMS THAT PISTON STICKS IN BORE-LIGHT RUST SPOTS IN PISTON BORE	0221 MALIBU CLASSIC	44	C	020292	055802006
10017	P02706	C	770527	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 150301 FIAT DIVISION CLAIMS SINGLE PISTON CALIPER MALFUNCTIONING - CAUSED PREMATURE PAD & ROTOR WEAR - SUSPECT CALIPER WAS BINDING/POOR SLIDE ACTION	0300 124	44	B	015931	090723119
10009	P02536	A	770420	03271000	BRKS HYDRAULIC-DISC-CALIPER 72 000403 CHEVROLET BRAKES FROZE-CALIPER PISTON IS RUSTED ON INSIDE AND OUTER SEAL LOCATION	0312 IMPALA	33	C	078910	014607007
10009	P02537	A	770420	03271000	BRKS HYDRAULIC-DISC-CALIPER 72 000403 CHEVROLET BRAKES LOCKED LIGHT RUST ON PISTON	0312 IMPALA	33	C	054412	014607007
30002	P01935	A	760825	03271000	BRKS HYDRAULIC-DISC-CALIPER 73 000203 PLYMOUTH SHOP CLAIMS CALIPER LOCKED UP. CALIPER IS SINGLE PISTON TYPE. PISTON IS RUSTED LIGHTLY ON OUTSIDE, BOOT IS INTACT. SUSPCT INTERNAL PROBLEM	0500 SATELLITE	33	C	053360	044905004
50030	P02176	A	761214	03271000	BRKS HYDRAULIC-DISC-CALIPER 68 000101 AMERICAN MOTORS DV PISTON CYLS. ARE RUSTED & PITTED IN SPOTS, SHOP CLMS BY MOISTURE. CYLS ARE 4 PISTON DESIGN - SUSPECT PRONE TO LEAKAGE. ADD'L II CASTING #311	0601 JAVELIN AMX	44	C	086604	097206002
50007	P01934	A	760927	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000301 FORD DIVISION CALIPER HOUSING IS CRACKED PARALLEL TO ROTOR FACE NEAR INNER PAD LOCAT CRACK IS ON CROSS PIECE.	0813 GRAN TORINO ELITE	08	C	026000	044110013

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30025	P01666	A	760712	03271000		BRKS HYDRAULIC-DISC-CALIPER		08	C	000000	040203007
					76	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						RUBBER CALIPER DUSTBOOTS MELTED AROUND PERIMETER AND SPLIT. SET OF 4					
50019	P02076	A	761117	03271000		BRKS HYDRAULIC-DISC-CALIPER		28	C	039077	060616012
					75	000204 DODGE TRUCK DIV	5302 B100				
						PISTON FROZEN IN CALIPER. OUTER EDGE OF PISTON WHICH RIDES ON PAD BACK					
						IS EXCESS. WORN. WEAR ON OUTER SURFACE OF HOUSING. ADD'L. ID H84 4766B					
50028	P02173	A	761215	03271000		BRKS HYDRAULIC-DISC-CALIPER		32	B	006602	047305031
					76	000204 DODGE TRUCK DIV	5305 CB300				
						CALIP. PISTON HAS 1/2" CRACK ON OUTER WALL. SEALS WOULD NOT HOLD-FLUID					
						LEAKED OUT TWICE, NO FRONT BRAKES. PISTON APPEARS PLASTIC OR COATED.					
50030	P02182	A	761223	03271000		BRKS HYDRAULIC-DISC-CALIPER		33	B	054625	014607007
					74	000204 DODGE TRUCK DIV	5308 TRADESMAN VAN				
						CALIPER PISTON IS RUSTED & PITTED IN SPOTS. SHOP CLMS FLUID LOOKED CON					
						TAMINATED, CALIP HOUSING OK. R.F. WHEEL LOCKED W/ NO WARNING OR BINDNG					
20003	P02771	A	770621	03271000		BRKS HYDRAULIC-DISC-CALIPER		33	C	032000	031204007
					74	000407 CHEVROLET TRUCK DV	5401 G10				
						SHOP CLAIMS CALIPER IS FROZEN BRAKES WOULD NOT APPLY					
50033	P02235	A	761228	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		57	C	036300	012601031
					71	000403 CHEVROLET	0000 CHEVROLET				
						BRAKE PAD IS WORN INTO RIVITS FROM METAL TO METAL CONTACT. SHOP CLAIMS					
						CALIPER WAS FROZEN.					
	P81999	A	760927	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		57	C	004000	091720015
					73	160601 TOYOTA DIVISION	0100 TOYOTA CELICA				
						PADS WORE OUT IN 4,000 MILES, ORIGINAL EQUIPMENT. SHOP CLAIMS POSSIBLY					
						WRONG PARTS WERE INSTALLED.					
10026	P02599	A	770416	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		44	B	055000	068510002
					72	110206 MG DIVISION	0103 MG MIDGET				
						EXCESSIVE WEAR ON PADS - 1 PAD HAS LINING WORN COMPLETELY AWAY					
30015	P01772	A	760812	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		21	C	036323	094706117
					74	160401 DATSUN DIVISION	0202 610 WAGON				
						3 OF 4 PADS CRACKED AT RIVETS-1PAD AT 2 RIVETS,1 PAD AT ALL 4 RIVETS-					
						LINING LOOSE&1 PAD AT 4 RIVETS-LINING FELL-OFF-PROBABLY LES THN 36000M					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50040	P02399	B	770215	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000303 MERCURY INBOARD PAD IS WORN TO METAL-NO LINING REMAINING-OUTER PAD LINING WORN AT ANGLE-SHOP CLAIMS CAUSED BY BUSTED CALIPER	0300 COUGAR	57	C	053566	017754007
50040	P02399	D	770215	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000303 MERCURY INBOARD PAD WORN TO RIVETS-LINING BROKEN-OUTER PAD HAS CRACKED LINING- CALIPER FROZE CAUSED BY RUST	0300 COUGAR	57	C	053566	017754007
50006	P01964	A	761004	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000403 CHEVROLET PADS INSTALLED ON WORN ROTORS. PADS ARE WORN WITH RIDGE - CRACKS VISIBLE AT RIVET HOLES.	0300 CAPRICE	03	C	042210	012603050
10017	P02706	B	770527	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 150301 FIAT DIVISION 1 OF 4 PADS EXCESSIVELY WORN - LINING WORN INTO METAL ON ONE	0300 124	57	B	015931	090723119
30006	P01841	B	760902	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 70 000301 FORD DIVISION PADS FROM WHEEL SET,1 WORN TO RIVETS METAL TO METAL.IRREG WEAR ON 2ND PAD. ONE END WORN TO RIVET, OTHER HAS 3/8" LINING LEFT.	0301 LTD WAGON	44	C	065524	006316005
10008	P02524	A	770412	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000403 CHEVROLET BRAKE LINING CAME OFF ONE PAD AT RIVETS	0306 BELAIR	03	C	072549	003242005
10017	P02720	A	770531	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION SMALLER PADS SHOW EXCESS WEAR INTO RIVITS	0400 MAVERICK	57	C	062143	098126073
20004	P02782	A	770623	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000203 PLYMOUTH BRAKE PADS HALF WORN SHOW EVEN WEAK SHOP CLAIMS LOW PEDAL ROAD HOP WHEN BRAKING FROM HIGH SPEED	0403 FURY III	14	C	056358	001230005
50015	P02047	B	761020	0327200	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000303 MERCURY 1 AXLE SET OF PADS, ALL ARE WORN EXCESS. 2 ARE WORN TO METAL, OTHER 2 AT LIMITS.	0500 MONTEGO	50	D	054106	019002020

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50021	P02102	A	761129	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION ONE PAD WORN THROUGH RIVETS, OTHER 3 OF AXLE SET ARE GOOD. SHOP CLAIMS CALIPER PISTON STUCK.	0600 PINTO	58	C	027000	098134058
20004	P02781	A	770615	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000405 PONTIAC INBOARD PADS WORN INTO RIVITS OUTBOARD PADS NEAR MAX SAFE WEAR SHOP CLAIMS NO BRAKE PEDAL FLUID LEAK	0700 BONNEVILLE	28	B	072000	001230005
50033	P02220	A	761227	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION ONE PAD OF FRONT AXLE SET WORN IRREG. R/F INNER PAD WORN EVENLY EXCEPT AT LOWER CENTER. SUSPECT INSTALLATION PROBLEM. ADD'L ID 2440	0700 THUNDERBIRD	57	C	022622	033308038
50036	P02266	B	770124	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 69 000303 MERCURY PAD SET FOR ONE WHEEL SENT IN.ONE PAD HAS LINING COMPLETELY WORN AWAY. WEAR EXTENDS INTO PLATE.OTHER PAD WORN IRREGULARLY.	0800 MERCURY UNKNOWN	57	C	109720	061107005
50032	P02197	B	761227	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000303 MERCURY LINING WORN OFF PAD, RIVITS WORN BY ROTOR. SHOP CLAIMS CALIPER WOULD NOT RETRACT	0800 MERCURY UNKNOWN	57	C	034126	012603050
40004	P01907	B	760920	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000303 MERCURY SET OF RIVITED FRT. PADS. ONE PAD IS 1/4" THICK, OTHER IS WORN TO METL MUCH WEAR ON METAL PORTION. POSS. LINING FELL OFF PAD. CSD. ROTOR FAIL	0800 MERCURY UNKNOWN	58	C	061551	019002026
50032	P02194	B	761217	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000301 FORD DIVISION LINING CAME OFF BRAKE PADS, INBOARD BACKING PLATE WORN AT ONE END. SHOP CLMS. PAD INSTALLED OUT OF SLOT 2 MONTHS PRIOR	0804 GRAN TORINO	57	C	036000	046219002
50019	P02076	B	761117	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000204 DODGE TRUCK DIV PAD LININGS WORN IN NORMAL PATTERN. BACKING PLATE WORN AT PISTON LOCA- TION. CALIPER PISTON WAS FROZEN	5302 B100	57	C	039077	060616012
10009	P02529	A	770406	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 00 000000 UNKNOWN ROTOR IS SCORED ON OUTER FACE - BEARING RACES OK	0000 UNKNOWN	57	C	000000	015697025

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30017	P01791	A	760814	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		49	C	000000	012205003
					71	160600 TOYOTA MOTR CO LTD	0000 TOYOTA MOTR CO LTD				
						ROTOR SEVERELY RUSTED.PAD CONTACT AREA HEAVILY GROOVED					
40009	P01874	B	760916	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	088916	049509001
					70	000405 PONTIAC	0100 FIREBIRD				
						INNER FACE OF ROTOR EXCESSIVELY SCORED,WORN BEYOND LIMITS. OUTER SUR-					
						FACE SHOWS NORMAL WEAR. INNER BEARING RACE IS SLIGHTLY SCORED					
40009	P01874	A	760916	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	088916	049509001
					70	000405 PONTIAC	0100 FIREBIRD				
						INSIDE FACE OF ROTOR EXCESSIVELY SCORED,WORN BEYOND LIMITS. OUTER FACE					
						SHOWS NORMAL WEAR. INNER BEARING RACE IS SLIGHTLY SCORED.					
50017	P02063	A	761021	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	D	045837	023513001
					73	140301 BMW DIVISION	0100 BMW 2002,2002A				
						INNER FACE OF ROTOR SCORED FROM PADS, SHOP CLAIMS.					
50025	P02131	B	761124	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	023040	019380005
					73	000303 MERCURY	0102 CAPRI 2600				
						ROTOR IS RUSTED-SURFACE WHERE PADS MAKE CONTACT WORN AWAY-NO EXCESSIVE					
						SCORING OR GROOVES-ROTOR HAS METAL FLAKING OFF OF IT.NO COOLING FINS					
50025	P02131	A	761124	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	023040	019380005
					73	000303 MERCURY	0102 CAPRI 2600				
						ROTOR IS RUSTED-SURFACE WHERE PADS MAKE CONTACT WORN AWAY-NO EXCESSIVE					
						SCORING OR GROOVES-ROTOR HAS METAL FLAKING OFF OF IT.NO COOLING FINS					
50020	P02085	A	761126	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	077806	090027012
					69	000405 PONTIAC	0200 GRAND PRIX				
						ROTOR IS SCORED ON BOTH FACES AS IF FROM WORN PADS. BEARING RACES ARE					
						GOOD.					
40007	P01922	A	760922	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	000000	051106004
					70	000403 CHEVROLET	0200 CHEVELLE				
						RECESS FOR OUTER BEARING RACE WORN- RACE FITS LOOSELY. RACE WAS BROKEN					
						CRACKED. BOTH FACES OF ROTOR SCORED.					
50009	P01961	B	761004	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	065000	019560055
					70	000402 CADILLAC	0300 ELDORADO				
						INNER FACE OF ROTOR IS SCORED - WORN BEYOND LIMITS.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50009	P01961	A	761004	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	065000	019560055
					70	000402 CADILLAC	0300 ELDORADO				
						INNER FACE OF ROTOR SLIGHTLY SCORED. WEAR POSSIBLY AT LIMITS. SHOP CLAIMS WORN BEYOND REPAIR.					
30010	P01814	A	760824	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	111076	055805004
					70	000301 FORD DIVISION	0300 LTD				
						INSIDE BRAKE PAD CONTACT AREA OF ROTOR WORN EXCESSIVELY THIN CRACKING AT EDGES, EXCESS. GROOVED, OUTER AREA LIGHTLY SCORED. RUSTY & FLAKING					
50040	P02399	C	770215	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	053566	017754007
					72	000303 MERCURY	0300 COUGAR				
						ROTOR FACING IS SCORED AND BROKEN 1 1/2 INCH SECTION ON INSIDE-SHOP CLAIMS CALIPER FROZE DUE TO RUST-ROTOR IS RUSTED					
50040	P02399	A	770215	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	053566	017754007
					72	000303 MERCURY	0300 COUGAR				
						INNER FACE OF ROTOR SCORED&WORN VERY THIN-SHOP CLAIMS CAUSED BY RUSTED FROZEN CALIPER-ROTOR IS RUSTED					
10017	P02705	A	770526	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	B	072881	089104010
					73	000402 CADILLAC	0300 ELDORADO				
						OUTBOARD FACING OF ROTOR GROOVED & EXCESSIVELY WORN					
10017	P02706	A	770527	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	B	015931	090723119
					74	150301 FIAT DIVISION	0300 124				
						BOTH FACES OF ROTOR WORN - INBOARD FACE IS SCORED					
30006	P01841	A	760902	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	065524	006516005
					70	000301 FORD DIVISION	0301 LTD WAGON				
						INNER FACE OF ROTOR EXCESSIVELY WORN-SCORED,FROM METAL TO METAL CONTAT OUTER FACE IS NORMAL					
40007	P01905	A	760920	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	060036	060616012
					73	000403 CHEVROLET	0312 IMPALA				
						INNER FACE OF ROTOR EXCESSIVELY WORN- HAS 2 DEEP GROOVES. BEARING RACES SHOW NORMAL WEAR.					
40009	P01875	A	760916	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	046718	081004032
					72	000301 FORD DIVISION	0313 GALAXIE 500				
						INNER FACE OF ROTOR EXCESSIVELY SCORED,WORN BEYOND LIMITS. OUTER FACE & BEARING RACE SHOW NORMAL WEAR.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10015	P02450	A	770317	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		41	C	024000	006793044
					74	000203 PLYMOUTH	0400 FURY				
						CLAIMS ROTOR OVERHEATED-MOPAR BEARING RACES GOOD, ROTOR FACES GROOVED BUT MACHINABLE, NO HEAT MARKS OR CRYSTALIZATION EVIDENT				
30019	P01807	A	760819	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	095425	027131002
					67	000203 PLYMOUTH	0403 FURY III				
						ROTOR-BRAKE PAD CONTACT SURFACE BADLY GROOVED AS IF FROM METAL TO METAL CONTACT.INNER SURFACE ONLY SLIGHTLY GROOVED&LESS WORN				
30006	P01842	A	760902	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		08	C	044945	084107017
					74	000203 PLYMOUTH	0403 FURY III				
						ROTOR FACE SHOWS HEAT CRACKS IN SEVERAL PLACES.CRACKS RADIATE FROM CTR OF ROTOR. CRACKS ARE ONLY ON OUTER SURFACE.				
50033	P02226	A	761220	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	094307	011204002
					69	000303 MERCURY	0407 MERCURY-MARQUIS				
						INNER FACE OF ROTOR IS GROOVED. WEAR ON BEARING RACE IS NORMAL.					
50008	P01936	A	760928	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	049380	023513001
					71	000303 MERCURY	0407 MERCURY-MARQUIS				
						INNER FACE OF ROTOR SCORED EXCES. WORN FROM PAD RIVETS. BEARING RACES ARE GOOD					
40009	P01873	A	760916	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	054926	093301046
					72	000203 PLYMOUTH	0500 SATELLITE				
						INNER FACE OF ROTOR EXCESSIVELY SCORED,EXCESSIVELY WORN. OUTER FACE SHOWS LESSER,NORMAL WEAR. BEARING RACES ARE NORMAL.				
50038	P02310	A	770207	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		44	C	046046	011204002
					72	000402 CADILLAC	0500 CADILLAC UNKNOWN				
						ROTOR HAS BEEN TURNED - SHOP CLAIMS STILL OUT OF ROUND - WARPED					
40009	P01876	B	760916	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	000000	006460091
					73	000301 FORD DIVISION	0500 MUSTANG				
						INNER FACE OF ROTOR EXCESSIVELY SCORED. BEARING RACES & OUTER FACE SHOW NORMAL WEAR. METAL OTHER THAN BRAKING SURFACE IS FLAKING.				
40009	P01876	A	760916	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	000000	006460091
					73	000301 FORD DIVISION	0500 MUSTANG				
						INNER FACE OF ROTOR EXCESSIVELY SCORED, 2 CONCENTRIC GROOVES WORN IN FACE. BEARING RACES & OUTER FACE SHOW NORMAL WEAR.				

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50015	P02047	A	761020	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	D	054106	019002026
					73	000303 MERCURY	0500 MONTEGO				
						ROTOR FACINGS EXCESS- WORN FROM PADS. INNER FACE CUT WITH 2 DEEP GROOVES, OUTER FACE IS VERY THIN. ADD'L I.D. C-6026.					
10009	P02532	A	770406	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	024563	060201006
					75	000301 FORD DIVISION	0500 MUSTANG				
						OUTER FACE OF ROTOR SEVERELY SCORED - BEARING RACES OKAY					
10009	P02532	B	770406	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		03	C	024563	060201006
					75	000301 FORD DIVISION	0500 MUSTANG				
						ONE FACING OF ROTOR COMPLETELY WORN AWAY - PAD HAD BEEN ON COOLING FINS- ROTOR FACE BROKE AWAY FROM HUB					
50038	P02311	A	770201	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	042875	084111015
					74	000301 FORD DIVISION	0504 MUSTANG II				
						OUTER FACE OF ROTOR IS EXCESSIVELY GROOVED AND WORN THIN. INNER FACE FAIR. BEARING RACES GOOD.					
50038	P02311	B	770201	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	042875	084111015
					74	000301 FORD DIVISION	0504 MUSTANG II				
						ROTOR FACINGS ARE EXCESSIVELY GROOVED ON BOTH SIDES. BEARING RACES GOOD					
10015	P02397	A	770222	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		03	C	033033	063105001
					72	000301 FORD DIVISION	0600 PINTO				
						OUTER FACE OF ROTOR WORN EXCESSIVELY THIN & BROKEN IN SPOTS AT OUTER EDGE-INNER FACE WORN-BEARING RACES IN GOOD CONDITIONS					
50009	P01963	B	761004	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	019142	001240002
					73	000301 FORD DIVISION	0600 PINTO				
						BOTH FACES OF ROTOR ARE SCORED, INNER FACE HAS MORE WEAR. BEARING RACES ARE GOOD. ADD'L I.D. CENTURY R-6-002					
50009	P01963	A	761004	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	019142	001240002
					73	000301 FORD DIVISION	0600 PINTO				
						INNER ROTOR FACE IS EXCESS. WORN. COOLING FINS ARE RUSTED & FLAKING. BEARING RACES ARE GOOD.					
10006	P02511	A	770324	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	010000	092627017
					74	000301 FORD DIVISION	0600 PINTO				
						OUTER FACE OF ROTOR SEVERELY SCORED-BEARING RACES & INNER FACE IN GOOD CONDITION-CLAIMS 2ND ROTOR-SUSPECT CALIPER STICKS					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
DOT1	P01962	A	761004	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 000403 CHEVROLET ROTOR BROKE AT HUB OUTER CIRC. ROTOR IS CHIPPED, LIGHTLY RUSTED. BREAK IS RESULT OF IMPACT W/ CORE.	0700 CORVETTE	03	C	031397	062140002
30008	P01864	A	760908	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000405 PONTIAC INNER FACE OF ROTOR EXCESSIVELY SCORED. LARGE GROOVE WORN IN CENTER OF FACE. BEARING RACES ARE O.K.	0700 BONNEVILLE	57	C	047023	044905004
30008	P01864	B	760908	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000405 PONTIAC INNER FACE OF ROTOR EXCESSIVELY GROOVED. BEARING RACES ARE GOOD	0700 BONNEVILLE	57	C	000000	044905004
30010	P01815	A	760824	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000405 PONTIAC INNER BRAKE PAD CONTACT AREA SCORED.OUTER BEARING RACE SCORED.BEARING WENT BAD.	0705 CATALINA	57	C	062403	012540026
50036	P02266	A	770124	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 000303 MERCURY ROTOR FACINGS WORN EXCESSIVELY THIN ON BOTH SIDES BOTH FACINGS SCORED FROM METAL TO METAL CONTACT WITH PADS. BEARING RACES ARE GOOD	0800 MERCURY UNKNOWN	57	C	109720	061107003
50032	P02197	A	761227	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY INNER FACE OF ROTOR SCORED FROM PAD BACKING PLATE. RACES ARE GOOD	0800 MERCURY UNKNOWN	57	C	034128	012603050
40008	P01907	A	760920	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY OUTER FACE OF ROTOR EXCESSIVELY WORN-GROOVED.	0800 MERCURY UNKNOWN	50	C	061551	019002026
40007	P01921	A	760922	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION 2 DEEP GROOVES CUT IN INNER FACE OF ROTOR BY BRAKE PAD RIVETS. BEARING RACES GOOD, GEN. COND. OF ROTOR EXCELLENT- EXCEPT FOR GROOVES.	0801 TORINO WAGON	50	C	057598	097301027
50032	P02194	A	761217	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000301 FORD DIVISION ROTOR IS SEVERELY SCORED ON BOTH FACES FROM PAD BACKING PLATE. BEARING RACES IN GOOD COND.	0804 GRAN TORINO	57	C	036000	046219002

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81740	A	760730	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION BRAKES SUDDENLY FAILED. AFTER DEALER REPAIRED VEHICLE, BRAKES GAVE UNSATISFACTORY PERFORMANCE. BRAKE PEDAL HAS EXCESSIVE TRAVEL.	0804 GRAN TORINO	28	C	000000	012235085
50007	P01934	B	760927	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION ROTOR FACES ARE SCORED, INNER MORE THAN OUTER. CALIPER HAD CRACK AT INNER PAD LOCATION.	0813 GRAN TORINO ELITE	50	C	026000	044110013
50010	P01985	A	761006	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000202 DODGE INNER FACE OF ROTOR SEVERELY SCORED, BOTH FACES EXCES. WORN. FINNED AREA HAS FLAKING RUST. BEARING RACES ARE GOOD.	0900 DODGE UNKNOWN	57	C	042113	017754007
50037	P02300	B	770121	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000403 CHEVROLET SHOP CLAIMS ROTOR WILL NOT FIT ON SPINDLE. OUTER BEARING RACE IN POOR CONDITION, HAS METAL DEPOSIT, ADD'L ID - GM23	0900 VEGA	43	C	025565	012205003
30010	P01813	A	760824	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 68 000301 FORD DIVISION INSIDE BRAKE PAD SURFACE OF ROTOR EXCESSIVELY WORN,SCORED-AS IF FROM METAL TO METAL CONTACT.OUTER SURFACE LIGHTLY SCORED.BEARINGS ARE INTCT	1100 FORD UNKNOWN	57	C	091378	066607011
30010	P01812	A	760819	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION INNER WHEEL BEARING RACE SPINS IN HUB.BEARING RACES DO NOT SHOW EXCESSIVE WEAR.OUTER PAD AREA OF ROTOR SCORED EXCESSIVELY.	1100 FORD UNKNOWN	34	C	025000	054911002
50008	P01956	A	760929	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 71 000403 CHEVROLET INNER FACE OF ROTOR SCORED-EXCESS. WORN. BEARING RACES ARE GOOD.	1200 CHEVROLET UNKNOWN	57	C	038000	051105009
40008	P01906	A	760920	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000305 FORD TRUCK DIV INNER FACE OF ROTOR EXCESSIVELY WORN, 2 DEEP GROOVES. BEARING APPEARS NORMAL.	5101 F100	50	C	042048	006516005
	P02601	A	770502	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000407 CHEVROLET TRUCK LV GM ROTOR FACINGS ONLY SLIGHTLY WORN, HUB IS BROKEN AT HOUSING FOR OUTR BEARING, WEAR INSIDE HUB AT OUTER BEARING RACE LOCATION (VAN)	5400 CHEVY VAN SERIES	03	B	076710	040503002

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	T D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P02268	A	770121	0327000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000407 CHEVROLET TRUCK DV BOTH FACINGS OF ROTOR ARE SCORED.INNER FACE SCORED EXCESSIVELY,BEYOND REFACING.SCORING IS FROM METAL TO METAL CONTACT.	5801 C10	50	C	038470	011204002
	P82142	A	761123	0326100	BRKS.HYDRAULIC-SWITCH,BRAKE WARNING 00 000101 AMERICAN MOTORS DV SHOP REPORTS MANY AMC BRAKE WARN. LITES CAN'T BE RESET, HAVE TO REPLAC UNIT. SOME LITES ARE DISCONNECTED. LITES SHOULD RESET THEMSELVES.	0000 AMERICAN MOTORS DV	28	C	000000	051106004
30013	P01755	A	760810	0411000	PRKNG EMERGENCY BRK-MECH-LVR SETTLING MECH. 76 000406 GMC TRUCK DIV ACTION OF ASSY. IS GOOD, GEAR TEETH ARE NOT WORN, CABLE RETAINER DOES NOT SHOW WEAR. ASSY. APPEARS TO HAVE BEEN SECURELY MTD. WOULD NOT HOLD	5100 GMC TRUCK	28	C	003269	063105001
10032	P02667	A	770519	0415000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 75 000101 AMERICAN MOTORS DV CABLE BROKE - COATING IS MELTED FROM CABLE BY EXHAUST PIPE MAKING FOR EXCESSIVE FRICTION	0300 PACER	03	C	000000	004038005
50033	P02234	A	761228	0415000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 72 000403 CHEVROLET EMERGENCY BRAKE CABLE IS BROKEN	0402 NOVA	03	C	062600	012601031
50032	P02212	C	761220	0415000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 68 000401 BUICK CABLE IS BENT CAUSING SOME RESISTANCE OF MOVEMENT.	0700 SKYLARK	15	C	096710	098106082
30027	P01694	A	760730	0417300	PRKNG EMRG BRK MECH-DRIVELINE TYPE-DRUM 74 000204 DODGE TRUCK DIV HEAVY CAST METAL P-BRK DRUM BROKE IN AT LEAST 4 PIECES AT 60MPH. 3 PCS RETURNED EACH APPROX 1/4 OF DRUM. BROKE FROM CTR THRU 4 MTG HOLES	5502 D600	03	C	044358	091401026
20015	P01652	B	760701	0511000	ENGINE MOUNTS 00 000300 FORD MOTORS CO RUBBER IS BEGINNING TO SEPARATE FROM MTL BASE. CRACK EXTENDS ALONG RUBBER TO METAL SEAM. MNT. IS TYPE USED WITH 390 CID FAMILY ENGINES	0000 FORD MOTORS CO	00	C	000000	002907002
20015	P01652	A	760701	0511000	ENGINE MOUNTS 00 000300 FORD MOTORS CO RUBBER SEPARATED FROM METAL BASE. SOME RUBBER ADHERED TO METAL IN CENTRAL PORTION. MNT. IS TYPE USED W/ 390 CID FAMILY ENGINE	0000 FORD MOTORS CO	00	C	000000	002907002

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10031	P02655	A	770512	05110000		ENGINE MOUNTS		03	C	027899	090027012
					64	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER PORTION OF MOUNT SEPARATED FROM METAL					
10031	P02655	B	770512	05110000		ENGINE MOUNTS		03	C	027899	090027012
					64	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER PORTION OF MOUNT DETERIORATED AND SPLIT IN TWO - SUSPECT OIL					
10008	P02506	A	770404	05110000		ENGINE MOUNTS		03	C	011976	083651021
					65	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER PORTION OF MOUNT IS COMPLETELY SEPARATED FROM METAL #3777409					
10008	P02506	B	770404	05110000		ENGINE MOUNTS		03	C	011976	083651021
					65	000403 CHEVROLET	0000 CHEVROLET				
						MOUNT IS COMPLETELY SEPARATED-RUBBER PORTION SPLIT FROM METAL AT ONE END-RUBBER PORTION SPLIT THROUGH CENTER					
50031	P02472	A	770331	05110000		ENGINE MOUNTS		03	C	000000	090027012
					65	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER PORTION OF MOUNT IS SEPARATED FROM METAL.					
50031	P02469	A	770331	05110000		ENGINE MOUNTS		03	C	070000	090027012
					65	000402 CADILLAC	0000 CADILLAC				
						RUBBER PORTION OF RIGHT FRONT MOUNT SEPARATED FROM METAL					
50036	P02255	A	770109	05110000		ENGINE MOUNTS		03	C	000000	090027012
					66	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER IS DETERIORATED, SEPARATED FROM METAL. REAR MOUNT.					
50040	P02378	A	770215	05110000		ENGINE MOUNTS		03	C	016404	098126073
					67	000401 BUICK	0000 BUICK				
						RUBBER SEPARATED NEAR BASE OF ENGINE MOUNT- LEFT FRONT IN TWO PIECES					
50036	P02252	A	770109	05110000		ENGINE MOUNTS		03	C	000000	090027012
					68	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER IS PARTIALLY SEPARATED FROM METAL. MOUNT IS SAFETY CATCH TYPE					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
10031	P02658	B	770517	05110000		ENGINE MOUNTS		56	C	066024	090027012
					70	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER PORTION OF MOUNT IS SPLIT AT BASE					
10031	P02658	A	770517	05110000		ENGINE MOUNTS		03	C	066024	090027012
					70	000403 CHEVROLET	0000 CHEVROLET				
						(BLACK) RUBBER PORTION OF MOUNT SEPARATED FROM METAL					
10026	P02597	A	770425	05110000		ENGINE MOUNTS		03	B	072132	063105001
					70	000203 PLYMOUTH	0000 PLYMOUTH				
						LEFT FRONT MOUNT #82750 HAS RUBBER SPLIT COMPLETELY NEAR METAL					
	P92461	A	770316	05110000		ENGINE MOUNTS		28	C	000000	000000000
					70	000402 CADILLAC	0000 CADILLAC				
						WHEN MOTOR MOUNTS BROKE FOR 3RD TIME,OWNER GLUED THE PIECES BACK TO-GETHER. REPLACEMENTS NO BETTER THAN ORIGINAL					
50040	P02436	B	770307	05110000		ENGINE MOUNTS		03	C	090000	053405004
					71	000403 CHEVROLET	0000 CHEVROLET				
						SAME AS A					
50040	P02436	A	770307	05110000		ENGINE MOUNTS		03	C	090000	053405004
					71	000403 CHEVROLET	0000 CHEVROLET				
						(GOLD) RUBBER PORTION OF MOUNT SEPARATED FROM METAL-MOUNT IS SAFETY CATCH TYPE					
50036	P02253	B	770109	05110000		ENGINE MOUNTS		03	C	000000	090027012
					67	000403 CHEVROLET	0100 CAMARO				
						RUBBER PORTION OF MOUNT SEPARATED FROM METAL. SAFETY-CATCH TYPE MOUNT					
50036	P02253	A	770109	05110000		ENGINE MOUNTS		03	C	000000	090027012
					67	000403 CHEVROLET	0100 CAMARO				
						RUBBER IS SPLIT, SEPARATED FROM METAL. STANDARD TYPE MOUNT					
50011	P02012	A	761103	05110000		ENGINE MOUNTS		44	C	012682	054911007
					68	000403 CHEVROLET	0100 CAMARO				
						RUBBER PORTION OF MOUNT SEPARATED FROM METAL. BROKEN MOUNT ALLOWED ENGINE TO RISE CAUSING ACCELERATOR TO STICK.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50024	P02128	A	761122	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION	0100 FAIRLANE	03	C	072035	060659011
					RUBBER PORTION OF MOUNT IS SPLIT, SEPARATED NEAR METAL. ADD'L ID.- B-AU 12					
10031	P02656	A	770517	05110000	ENGINE MOUNTS 70 000301 FORD DIVISION	0100 FAIRLANE	03	C	000000	090027012
					*D008 6038 J: RUBBER PORTION OF MOUNT SPLIT IN TWO					
50024	P02129	B	761122	05110000	ENGINE MOUNTS 67 000401 BUICK	0101 WILDCAT	03	C	072035	060659011
					RUBBER PORTION SPLIT NEAR METAL. STUDS SEPARATED FROM BASE. RUBBER IS SLIGHTLY DISTORTED- POSS. EXCESS STRESS FROM BROKEN FRONT MOUNT.					
10016	P02692	A	770524	05110000	ENGINE MOUNTS 69 000402 CADILLAC	0101 CADILLAC DE VILLE	03	C	077804	017754007
					RUBBER PORTION SEPARATED FROM METAL					
50031	P02470	A	770331	05110000	ENGINE MOUNTS 70 000402 CADILLAC	0101 CADILLAC DE VILLE	03	C	056221	090027012
					RUBBER PORTION OF MOUNT SEPARATED COMPLETLY FROM METAL					
50031	P02470	B	770331	05110000	ENGINE MOUNTS 70 000402 CADILLAC	0101 CADILLAC DE VILLE	03	C	056221	090027012
					RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL					
50037	P02297	A	770128	05110000	ENGINE MOUNTS 69 603081 CH BRADSHAW CO	0110 CHECKER MOTORS COR	03	A	056117	090027012
					CHEVROLET STANDARD TYPE 8 CYL MOUNT. RUBBER PORTION OF MOUNT IS SPLIT IN TWO AT METAL					
50041	P02407	A	770309	05110000	ENGINE MOUNTS 70 000403 CHEVROLET	0200 CHEVELLE	03	C	028855	030501001
					RUBBER PORTION OF MOUNT SEPARATED FROM METAL-ID:3964099 BLUE AU51					
	P81706	A	760804	05110000	ENGINE MOUNTS 70 000403 CHEVROLET	0200 CHEVELLE	03	C	090690	084111015
					MOTOR MOUNT BROKEN INTO TWO PIECES,SEPARATION OF RUBBER FROM METAL. PART IS FRONT MOUNT.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81706	B	760804	05110000	ENGINE MOUNTS 70 000403 CHEVROLET FRONT MTR.MOUNT BROKEN INTO TWO PIECES-SEPARATION OF METAL FROM RUBBER	0200 CHEVELLE	03	C	090690	084111015
50036	P02261	A	770126	05110000	ENGINE MOUNTS 71 000404 OLDSMOBILE RUBBER PORTION OF MOUNT IS SPLIT, PARTIALLY SEPARATED FROM RUBBER. MOUNT IS SAFETY CATCH TYPE-RIGHT SIDE	0200 DELTA 88	03	C	042949	023513001
50036	P02261	B	770126	05110000	ENGINE MOUNTS 71 000404 OLDSMOBILE RUBBER PORTION OF MOUNT IS SPLIT,PARTIALLY SEPARATED FROM RUBBER MOUNT IS SAFETY CATCH TYPE-LEFT SIDE	0200 DELTA 88	03	C	042949	023513001
10028	P02644	B	770513	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL - MOUNT IS SAFETY CATCH TYPE	0200 CHEVELLE	03	C	019310	030501001
10028	P02644	A	770513	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL - MOUNT IS SAFETY CATCH	0200 CHEVELLE	03	C	019310	030501001
50024	P02126	A	761123	05110000	ENGINE MOUNTS 72 000404 OLDSMOBILE RUBBER PORTION IS SPLIT ALONG JOINT WITH METAL, PARTIALLY SEPARATED. MOUNT IS SAFETY-CATCH DESIGN.	0200 DELTA 88	08	C	060622	023513001
50018	P02069	A	761022	05110000	ENGINE MOUNTS 73 160601 TOYOTA DIVISION RUBBER PORTION OF MOUNT SPLIT NEAR METAL. MOUNT BROKE IN 2.	0200 TOYOTA COROLLA	03	C	016616	090027012
10031	P02654	A	770512	05110000	ENGINE MOUNTS 70 000403 CHEVROLET (BLACK) RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0206 CHEVELLE MALIBU	03	C	038538	090027012
50023	P02118	A	761129	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL. ADD'L ID.- AU132.	0206 CHEVELLE MALIBU	03	C	080941	030501001

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50027	P02157	A	761130	05110000	ENGINE MOUNTS 75 000403 CHEVROLET TRANS. MOUNT IS SOAKED WITH OIL FROM LEAKING REAR SEAL. SUSPECT OIL DETERIORATED RUBBER, WEAKENING MOUNT. RUBBER IS SPLIT.	0206 CHEVELLE MALIBU	08	C	039030	094110110
50022	P02106	A	761130	05110000	ENGINE MOUNTS 67 000303 MERCURY SUPPORT SEPARATION IN RUBBER NEAR METAL PORTION- CAUSED ACCELERATOR TO STICK.	0300 COUGAR	03	C	065077	023513001
50022	P02106	B	761130	05110000	ENGINE MOUNTS 67 000303 MERCURY RUBBER PORTION OF MOUNT SPLIT NEAR METAL- MOUNT IN 2 PIECES, CAUSED ACCELERATOR TO STICK.	0300 COUGAR	03	C	065077	023513001
50018	P02070	A	761022	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL.	0300 CAPRICE	03	C	000000	090027012
20003	P02760	A	770620	05110000	ENGINE MOUNTS 69 000303 MERCURY SEPARATION OF RUBBER FROM METAL FOMOCO PART	0300 COUGAR	03	C	000000	090027012
50012	P02018	B	761104	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT PARTILLY SPEARATED FROM METAL	0300 CAPRICE	03	C	063831	053405004
50012	P02018	A	761104	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT IS PARTIALLY SEPARATED FROM METAL.	0300 CAPRICE	03	C	063831	053405004
30007	P01854	B	760904	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION MOTOR MOUNT IS SPLIT ALONG OUTSIDE EDGE AT BASE OF MOUNT. BEGINNING TO SEPARATE	0301 LTD WAGON	08	C	053375	017754007
30007	P01854	A	760904	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION RUBBER SPLIT COMPLETELY AT BASE OF MOUNT. MOUNT IS IN TWO PIECES.	0301 LTD WAGON	03	C	053375	017754007

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30007	P01856	A	760904	05110000	ENGINE MOUNTS 67 000403 CHEVROLET	0306 BELAIR	03	A	000000	054911080
					SEPARATION OF RUBBER FROM METAL. MT. IS SAFETY DESIGN REPLACEMENT TYPE NO METAL IS BENT. FAILURE CSD. CAR TO ACCELERATE OUT OF CONTROL.					
30007	P01860	A	760908	05110000	ENGINE MOUNTS 67 000403 CHEVROLET	0306 BELAIR	03	C	036815	094133032
					RUBBER PORTION OF MOUNT SEPARATED FROM METAL-DEALER REFUSED TO INSTALL SAFETY CABLE. DLR. NAME-ELLIS BROOKS CHEVROLET. ADD'L ID 3777409					
30007	P01860	B	760908	05110000	ENGINE MOUNTS 67 000403 CHEVROLET	0306 BELAIR	03	C	036815	094133032
					RUBBER PORTION OF MOUNT SEPARATED FROM METAL					
50020	P02089	A	761126	05110000	ENGINE MOUNTS 70 000403 CHEVROLET	0306 BELAIR	03	C	062516	090027012
					RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL					
50022	P01610	C	760601	05110000	ENGINE MOUNTS 72 000403 CHEVROLET	0309 TOWNSMAN	03	C	049694	079605020
					COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOUNT					
50022	P01610	B	760601	05110000	ENGINE MOUNTS 72 000403 CHEVROLET	0309 TOWNSMAN	03	C	049694	079605020
					COMPLETE SEPARATION OF FRONT SAFETY-TYPE MOUNT					
30021	P01610	A	760601	05110000	ENGINE MOUNTS 72 000403 CHEVROLET	0309 TOWNSMAN	03	C	049694	079605020
					COMPLETE SEPARATION OF RUBBER & METAL-FRONT SAFETY TYPE MOUNT					
50037	P02298	B	770128	05110000	ENGINE MOUNTS 66 000403 CHEVROLET	0312 IMPALA	03	C	046349	090027012
					RUBBER PORTION OF MOUNT IS SPLIT IN TWO NEAR METAL					
50037	P02298	A	770128	05110000	ENGINE MOUNTS 66 000403 CHEVROLET	0312 IMPALA	03	C	046349	090027012
					SEPARATION OF RUBBER FROM METAL					

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50019	P02081	A	761117	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER SEPARATED NEAR METAL. MOUNT IN 2 PIECES.	0312 IMPALA	03	C	074502	019802003
50019	P02079	A	761117	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER SEPARATED FROM METAL.	0312 IMPALA	03	C	083015	019802003
50019	P02079	B	761117	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT IS SPLIT AT BASE- NOT SEPARATED FROM METAL	0312 IMPALA	08	C	083015	019802003
50023	P02123	A	761129	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL. MOUNT IN 2 PIECES. MOUNT IS SAFETY CATCH TYPE, PROBABLY FROM REPLACEMENT MARKET.	0312 IMPALA	03	C	037579	019020002
10007	P02492	A	770408	05110000	ENGINE MOUNTS 71 000403 CHEVROLET PARTIAL SEPARATION OF RUBBER FROM METAL- ALLOWED FAN TO HIT RADIATOR	0312 IMPALA	44	C	012341	023513001
10007	P02492	B	770408	05110000	ENGINE MOUNTS 71 000403 CHEVROLET PARTIAL SEPARATION OF RUBBER FROM METAL	0312 IMPALA	44	C	012341	023513001
50028	P02174	A	761214	05110000	ENGINE MOUNTS 72 000301 FORD DIVISION RUBBER IS PARTIALLY SEPARATED, CAUSED FAN TO HIT SHROUD. ADD'L ID C9AA-6036-J AU-8 IN LEFT FRONT	0313 GALAXIE 500	44	C	081112	023513001
50019	P02078	A	761110	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER SEPARATED FROM METAL. ADD'L. ID- WHITE; 3989488 - LT. BLUE	0314 IMPALA CUSTM CPE	03	C	049864	022041097
10031	P02652	A	770512	05110000	ENGINE MOUNTS 00 000203 PLYMOUTH RUBBER PORTION OF MOUNT SPLIT COMPLETELY IN TWO	0400 FURY	03	C	042394	090027012

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02217	A	761228	05110000	ENGINE MOUNTS 66 000203 PLYMOUTH SEPARATION OF RUBBER FROM METAL. ADD'L ID-KF-52 IN LEFT FRONT	0400 FURY	03	C	082266	085004092
30011	P01702	A	760730	05110000	ENGINE MOUNTS 66 000401 BUICK RUBBER SEPARATED FROM METAL ON FRONT ENGINE MOUNT. BROKEN MOUNT CAUSED ACCEL. LINKAGE TO BIND. ADD'L I.D. 1380965 BLUE	0400 ELECTRA	03	C	044669	063105001
30011	P01702	B	760730	05110000	ENGINE MOUNTS 66 000401 BUICK MOUNT BEGINNING TO SEPARATE AT FRAME MTG PLATE AT SEAM WHERE RUBBER IS JOINED TO METAL. ADD'L I.D. 1376430 BLACK	0400 ELECTRA	57	C	044669	063105001
50024	P02125	A	761123	05110000	ENGINE MOUNTS 69 000203 PLYMOUTH RUBBER PORTION OF MOUNT SEPARATED FROM METAL, CAUSED ACCEL. TO STICK. ADD'L ID KF-23.	0400 FURY	03	C	000000	023513001
40006	P01917	A	760922	05110000	ENGINE MOUNTS 70 000402 CADILLAC RUBBER PORTION OF MOUNT SEPARATED FROM METAL. MOUNT SPLIT INTO 2 PIECE	0400 SEVILLE	03	C	087973	063105001
50006	P01965	A	761004	05110000	ENGINE MOUNTS 71 000203 PLYMOUTH RUBBER PORTION OF MOUNT SPLIT & BROKE, CAUSED ENGINE TO SHIFT.	0400 FURY	03	C	047020	030501001
50018	P02072	B	761022	05110000	ENGINE MOUNTS 68 000202 DODGE RUBBER PORTION IS SPLIT IN TWO NEAR METAL.	0401 CORONET SW	03	C	044173	090027012
50018	P02072	A	761022	05110000	ENGINE MOUNTS 68 000202 DODGE RUBBER PORTION OF MOUNT IS SEPARATED FROM METAL.	0401 CORONET SW	03	C	044173	090027012
50036	P02254	B	770109	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER SPLIT & SEPARATED FROM METAL. MOUNT IS STANDARD TYPE	0402 NOVA	03	C	000000	090027012

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P02254	A	770109	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER IS PARTIALLY SPLIT, SEPARATING FROM METAL. SAFETY-CATCH TYPE MT	0402 NOVA	03	C	000000	090027012
20003	P02763	A	770620	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION OF MOUNT IS PARTIALLY SPLIT	0402 NOVA	56	C	051727	090027012
30003	P02763	B	770620	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0402 NOVA	03	C	051727	090027012
30004	P01833	A	760828	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL BASE. MOUNT IS TYPE WITH SAFETY CATCH. ADD'L ID BLACK, 39889 WHITE, 3989488 LT. BLUE	0402 NOVA	21	C	029442	014007007
50022	P02108	B	761129	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF MOUNT SPLITTING NEAR METAL, CAR HAD SAFETY TIE-DOWNS ACCEL. CABLE ALSO REPLACED.	0402 NOVA	08	B	052103	098126073
50022	P02108	A	761129	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF MOUNT SPLIT APART NEAR METAL. CAR HAD SAFETY TIE-DOWNS. ACCEL. CABLE ALSO REPLACED	0402 NOVA	03	B	052103	098126073
30016	P01781	A	760813	05110000	ENGINE MOUNTS 68 000203 PLYMOUTH RUBBER SEPARATION OF V-8 MOTOR MOUNT.RUBBER SEPARATED AT STUD PLATE WHICH BOLTS TO FRAME	0403 FURY III	03	C	046899	030501001
50016	P02056	A	761021	05110000	ENGINE MOUNTS 72 000203 PLYMOUTH RUBBER PORTION OF MOUNT SPLIT NEAR METAL. MOUNT IN 2 PIECES.	0412 FURY SUBURBAN CSTM	03	C	045433	023513001
50031	P02471	A	770331	05110000	ENGINE MOUNTS 63 000402 CADILLAC RUBBER PORTION OF MOUNT IS SPLIT FROM METAL. ADD'L ID-1480093	0500 CADILLAC UNKNOWN	56	C	000000	090027012

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50002	P01951	A	760929	05110000	ENGINE MOUNTS 66 000401 BUICK RUBBER PORTION OF MOUNT SPLIT NEAR BASE. MOUNT IS IN TWO PIECES. ADD'L ID BLACK/ORANGE 1371312.	0500 LA SABRE	03	C	038943	030501001
10031	P02653	B	770512	05110000	ENGINE MOUNTS 66 000301 FORD DIVISION RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0500 MUSTANG	03	C	031452	090027012
10031	P02653	A	770512	05110000	ENGINE MOUNTS 66 000301 FORD DIVISION RUBBER PORTION COMPLETELY SEPARATED FROM METAL	0500 MUSTANG	03	C	031452	090027012
50040	P02377	A	770215	05110000	ENGINE MOUNTS 67 000401 BUICK RUBBER COMPLETELY SEPARATED NEAR BASE OF ENGINE MOUNT	0500 LA SABRE	03	C	046951	098126073
50005	P01972	A	761005	05110000	ENGINE MOUNTS 67 000402 CADILLAC RUBBER PORTION OF MOUNT CLEANLY SEPARATED FROM METAL, JAMMING THROTTLE LINKAGE	0500 CADILLAC UNKNOWN	03	C	002695	098126073
50036	P02257	A	770109	05110000	ENGINE MOUNTS 68 000202 DODGE RUBBER PORTION OF MOUNT IS DETERIORATED, SPLIT IN TWO.	0500 DART	03	C	000000	090027012
50036	P02256	A	770109	05110000	ENGINE MOUNTS 70 000202 DODGE RUBBER PORTION OF MOUNT IS DETERIORATED, SPLIT IN TWO	0500 DART	03	C	090647	090027012
30004	P01837	A	760828	05110000	ENGINE MOUNTS 70 000401 BUICK RUBBER PORTION OF MOUNT IS CRACKED & SPLIT BUT NOT ENTIRELY SEPARATED. ADD'L ID YELLOW, 1383797 BLACK	0500 LA SABRE	44	C	057377	023513001
50024	P02127	A	761122	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION RUBBER PORTION OF MOUNT IS SPLIT, SEPARATED NEAR METAL.	0500 MUSTANG	03	C	045944	060659011

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50024	P02127	B	761122	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION RUBBER PORTION IS SPLIT ALONG JOINT WITH METAL, PARTIAL SEPARATION MOUNT IS SAFETY-CATCH DESIGN.	0500 MUSTANG	08	C	060622	060659011
10031	P02657	A	770517	05110000	ENGINE MOUNTS 72 000402 CADILLAC -81: RUBBER PORTION SEPARATED FROM METAL - MOUNT IS SAFETY CATCH TYPE	0500 CADILLAC UNKNOWN	03	C	036526	090027012
50037	P02291	A	770126	05110000	ENGINE MOUNTS 73 000201 CHRYSLER DIV RUBBER IS SPLIT/SEPARATED AT METAL. MOUNT IS BROKEN IN TWO PIECES	0500 NEWPORT	03	C	033000	001230005
50018	P02071	B	761022	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE MOUNT IS PARTIALLY SPLIT WHERE RUBBER JOINS METAL.	0600 98	03	C	084660	090027012
50018	P02071	A	761022	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE MOUNT IS PARTIALLY SPLIT WHERE RUBBER PORTION JOINS METAL.	0600 98	03	C	084660	090027012
30011	P01704	A	760730	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE ENGINE MOUNT HAS PARTIAL RUBBER/METAL SEPARATION	0600 98	57	C	088999	023513001
20003	P02759	A	770620	05110000	ENGINE MOUNTS 73 000301 FORD DIVISION RUBBER PORTION SPLIT NEAR METAL ADD'L ID BAK	0603 PINTO WAGON	03	C	054978	090027012
10008	P02508	B	770406	05110000	ENGINE MOUNTS 72 000203 PLYMOUTH RUBBER PORTION OF MOUNT IS PARTIALLY SEPARATED FROM METAL	0606 VALIANT SCAMP	56	C	072727	031401020
10008	P02508	A	770406	05110000	ENGINE MOUNTS 72 000203 PLYMOUTH RUBBER PORTION OF MOUNT IS COMPLETELY SEPARATED FROM METAL	0606 VALIANT SCAMP	03	C	072727	031401020

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30023	P01648	A	760701	05110000	ENGINE MOUNTS 71 000202 DODGE RUBBER SEPARATED FROM METAL - TAG UNREADABLE	0610 MONACO POLARA	00	C	052231	014607007
30011	P01701	A	760730	05110000	ENGINE MOUNTS 72 000202 DODGE MOUNT SEPARATED AT RUBBER NEAR FRAME SUPPORT PLATE. BROKEN MOUNT CAUSED ACCEL. TO STICK. ADD'L ID KF3-17	0610 MONACO POLARA	03	C	045243	023513001
50037	P02296	A	770128	05110000	ENGINE MOUNTS 73 000202 DODGE MOUNT IS SPLIT IN TWO ON RUBBER PORTION NEAR METAL	0611 POLARA	03	C	027123	090027012
50004	P01959	A	760929	05110000	ENGINE MOUNTS 60 000301 FORD DIVISION RUBBER COMPLETELY SEPARATED FROM METAL. ADD'L I.D. COAA 6038A	0700 THUNDERBIRD	03	C	062600	012601031
20003	P02762	A	770620	05110000	ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL MOUNT IS SAFETY CATCH	0700 CORVETTE	03	C	035654	090027012
50022	P02107	A	761129	05110000	ENGINE MOUNTS 67 000101 AMERICAN MOTORS DV RUBBER PORTION OF MOUNT IS WELL WORN, WEAK & COLLAPSED. TRANS VIBRATED ON FRAME CROSSMEMBER.	0800 REBEL	76	C	086871	098126073
50020	P02091	B	761126	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT IS SEPARATED FROM METAL.	0800 MONTE CARLO	08	C	038623	090027012
50020	P02091	A	761126	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL.	0800 MONTE CARLO	03	C	038623	090027012
20003	P02761	A	770620	05110000	ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL MOUNT IS SAFETY TYPE	0800 MONTE CARLO	03	C	037768	090027012

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50005	P01971	A	761005	05110000	ENGINE MOUNTS 64 000401 BUICK RUBBER PORTION SEPARATED FROM METAL, CAUSED TRANSMISSION LINKAGE TO COME APART.	0900 BUICK UNKNOWN	03	C	089926	098126073
50033	P02231	A	770105	05110000	ENGINE MOUNTS 72 000202 DODGE RUBBER/METAL PORTION OF MOUNT BROKE IN 2 PIECES	0900 DODGE UNKNOWN	03	C	049307	093662091
50001	P01927	A	760927	05110000	ENGINE MOUNTS 67 000301 FORD DIVISION ENGINE MOUNT RUBBER IS BEGINNING TO CRACK AT BASE. FAN DAMAGED RADIATE	1100 FORD UNKNOWN	08	C	000000	071601002
20017	P01599	A	760607	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION RUBBER SEPARATED FROM METAL	1100 FORD UNKNOWN	03	C	000000	098126073
10016	P02713	A	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET RUBBER PORTION IS SPLIT RESULT OF REAR END COLLISION	1200 CHEVROLET UNKNOWN	03	D	041861	098126073
10016	P02713	B	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET MOUNT IS INTACT OTHERS DAMAGED IN REAR-END COLLISION	1200 CHEVROLET UNKNOWN	00	D	041861	098126073
10016	P02713	C	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET RUBBER PORTION OF REAR MOTOR MOUNT IS SPLIT SEPARATED RESULT OF COLLISION	1200 CHEVROLET UNKNOWN	03	D	041861	098126073
[illegible]	P01710	A	760804	05110000	ENGINE MOUNTS 67 000403 CHEVROLET LF CHEV.V-8 H.D.MOTOR MOUNT BROKE-RUBBER SEPARATED FROM METAL-MOUNT BROKE INTO TWO PIECES MOUNT HAD BEEN BELCD PREVIOUS. ADDL ID 3964695	1200 CHEVROLET UNKNOWN	03	C	000000	05110[illegible]
50005	P01974	A	761005	05110000	ENGINE MOUNTS 67 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL, SAFETY TYPE MOUNT. ADD'L I.D. AU-12	1200 CHEVROLET UNKNOWN	03	C	064320	090027012

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50005	P01974	B	761005	05110000		ENGINE MOUNTS		03	C	064320	090027012
					67	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						RUBBER PORTION SEPARATED FROM METAL, SAFETY-TYPE MOUNT.					
50020	P02090	A	761126	05110000		ENGINE MOUNTS		03	C	062502	090027012
					70	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL. ADD'L ID - GOLD NUT.					
50020	P02090	B	761126	05110000		ENGINE MOUNTS		03	C	065502	090027012
					70	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL.					
20001	P02735	A	770606	05110000		ENGINE MOUNTS		03	C	067911	098126073
					70	000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
						RUBBER PORTION SEPARATED FROM METAL SAFETY CATCH TYPE MOUNT					
10026	P02604	A	770504	05110000		ENGINE MOUNTS		03	C	097856	083651021
					71	000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN				
						3/4 TON 4X4: RUBBER PORTION OF MOUNT SEPARATED FROM METAL					
10026	P02604	B	770504	05110000		ENGINE MOUNTS		03	C	097856	083651021
					71	000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN				
						3/4 TON 4X4: RUBBER PORTION OF MOUNT SEPARATED FROM MOUNT					
50027	P02158	A	761130	05110000		ENGINE MOUNTS		08	C	057630	094110116
					74	000407 CHEVROLET TRUCK DV	5200 EL CAMINO				
						TRANS MOUNT IS SOAKED WITH OIL FROM LEAKING REAR TRANS SEAL-SUSPECT LEAKING OIL DETERIORATED RUBBER,WEAKENING MOUNT-RUBBER IS CRACKED					
30001	P01811	A	760819	05110000		ENGINE MOUNTS		03	C	066373	030501001
					70	000407 CHEVROLET TRUCK DV	5701 C10				
						RUBBER SEPARATED AT BASE OF MOUNT.MOUNT SPLIT IN TWO PIECES					
50031	P02468	B	770331	05110000		ENGINE MOUNTS		03	C	056221	083639043
					76	000407 CHEVROLET TRUCK DV	5707 K20				
						RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL					

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30014	P01760	A	760810	05110000	ENGINE MOUNTS 72 000407 CHEVROLET TRUCK DV SEPARATION OF RUBBER FROM METAL.MOUNT RIPPED INTO TWO PIECES. ADD'I PART I.D. NO. GOLD NUT AU22	5800 SUBURBAN CARRYALLS	03	C	043602	012601031
50040	P02372	A	770215	05130000	ENGINE PULLEY,CRANKSHAFT 71 000101 AMERICAN MOTORS DV 3 PIECE VIBRATION DAMPNER ON CRANKSHAFT FELL APART AT JOINT. ENGINE WAS RUNNING ON FAST IDLE.	0500 HORNET	03	C	016955	014607007
50036	P02250	A	770109	05130000	ENGINE PULLEY,CRANKSHAFT 65 000405 PONTIAC BROKEN PULLEY & HARMONIC BALANCER SENT. HUB BROKE OUT OF 2 BELT PULLEY -DOES NOT APPEAR BENT OR DISTORTED.	0600 LE MANS	03	C	061230	090027012
50007	P01980	A	761006	05130000	ENGINE PULLEY,CRANKSHAFT 74 000301 FORD DIVISION EXCESS. WEAR IN KEYWAY. SHOP CLAIMS BOLT CAME OUT CAUSING WEAR. OUTER EDGE OF PULLEY BENT.	0600 PINTO	57	C	027032	033579018
10027	P02634	A	770509	05130000	ENGINE PULLEY,CRANKSHAFT 73 000203 PLYMOUTH HARMONIC BALANCER INTACT EXCEPT FOR ONE-INCH CRACK AT KEYWAY	0601 VALIANT DUSTER	08	C	057542	070002032
	P82460	A	770301	05140000	ENGINE FLYWHEEL 00 000401 BUICK NUMBER OF FAILURES-KEEPS FLEX PLATE IN STOCK FOR LATE MODELS-RE: PRP DECEMBER NEWSLETTER 1976, VOLUME 1, NUMBER 6, PAGE 6	0000 BUICK	28	C	000000	019405087
10008	P02527	A	770324	05140000	ENGINE FLYWHEEL 00 000402 CADILLAC FLYWHEEL IS CRACKED AT HUB IN TWO LOCATIONS - CRACKED AND BENT ON REMAINING SPIDER NEAR RING GEAR TEETH	0000 CADILLAC	03	C	000000	011204002
10016	P02699	A	770526	05140000	ENGINE FLYWHEEL 69 160601 TOYOTA DIVISION CENTER HUB HAS CRACKED OUT OF FLYWHEEL	0000 TOYOTA DIVISION	03	C	043506	090027012
10010	P02553	A	770401	05140000	ENGINE FLYWHEEL 72 000402 CADILLAC CENTER HUB BROKE OUT OF FLYWHEEL	0000 CADILLAC	03	C	038240	092602020

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10025	P02590	A	770428	05140000	ENGINE FLYWHEEL 73 000401 BUICK	0000 BUICK	37	C	052764	019560055
					SHOP CLMS NOISY. FLYWHEEL CRACKED OUTSIDE HUB, WEAR AT CRANKSHAFT BOLT HOLES. BALANCING HOLES SHOW POOR FINISH.					
10016	P02701	A	770526	05140000	ENGINE FLYWHEEL 69 000404 OLDSMOBILE	0100 CUTLASS	03	C	000000	090027012
					BALANCE WEIGHT CAME OFF FLYWHEEL - WELD BROKE					
10016	P02697	A	770526	05140000	ENGINE FLYWHEEL 73 000401 BUICK	0100 CENTURIAN	03	C	045000	090027012
					CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL					
50039	P02344	A	770207	05140000	ENGINE FLYWHEEL 69 000403 CHEVROLET	0200 CHEVELLE	28	D	080117	054911007
					TEETH ARE EXCESSIVELY WORN AROUND RING GEAR. CONDITION ALLOWS POOR ENGAGEMENT WITH STARTER DRIVE					
	P82458	A	770301	05140000	ENGINE FLYWHEEL 70 000402 CADILLAC	0200 FLEETWOOD	28	B	000000	081003001
					CONVERTER FLEX PLATE FAILED IN MOTION & NOISY- RE: PRP DECEMBER NEWS 1976, VOLUME 2, NUMBER 6, PAGE 6 (MILLER-METEOR)					
20005	P02790	A	770627	05140000	ENGINE FLYWHEEL 74 000401 BUICK	0300 CENTURY	03	C	034000	054130001
					HUB IS BROKEN OUT OF FLYWHEEL AUTO TRANS TYPE					
10016	P02686	A	770523	05140000	ENGINE FLYWHEEL 76 000303 MERCURY	0300 COUGAR	03	C	027690	027105003
					WELDS HOLDING RING GEAR TO FLYWHEEL PLATE CRACKED - CUT FOR PACKING SHOP PURCHASED 2 OTHERS THAT WERE CRACKED					
50024	P02130	A	761122	05140000	ENGINE FLYWHEEL 73 000401 BUICK	0307 CENTURY CSTM SW	03	A	049548	060659011
					HUB BROKE OUT OF FLEX-PLATE AT 3 SPOKES, RIM BROKE IN 2 PIECES. OUTER MOUNTING HOLES ELONGATED. HAPPENED SUDDENLY ON HWY, LOSS OF DRIVE PWR.					
10009	P02534	A	770401	05140000	ENGINE FLYWHEEL 71 000403 CHEVROLET	0402 NOVA	37	C	081759	092632025
					FLEX-PLATE HAS 3 INCH CRACK NEAR CENTER HUB-NOISY AT IDLE					

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10008	P02526	A	770307	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET FLYWHEEL HAS 3 INCH CRACK NEAR CENTER HUB	0402 NOVA	08	C	019441	011204002
30002	P01823	A	760827	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET FLYWHEEL IS CRACKED NEAR HUB.CRACK IS 3"LONG-EXTENDING FROM WEIGHT SAVING HOLE TO ANOTHER-SOME TEETH ARE WORN SLIGHTLY-2 ARE CHIPPED	0402 NOVA	08	C	016160	046019005
	P82691	A	770524	05140000	ENGINE FLYWHEEL 70 000402 CADILLAC SHOP CLAIMS BROKEN AROUND CENTER TOO LARGE FOR BAG	0500 CADILLAC UNKNOWN	03	C	061701	081003001
10016	P02700	A	770526	05140000	ENGINE FLYWHEEL 73 000101 AMERICAN MOTORS DV FLYWHEEL CRACKED AT EACH OF 4 TORQUE CONVERTER MOUNTING BOLTS	0500 HORNET	08	C	048556	090027012
10010	P02557	A	770401	05140000	ENGINE FLYWHEEL 71 000301 FORD DIVISION ALL TEETH ON FLYWHEEL ARE WORN FROM POOR ENGAGEMENT/DISENGAGEMENT WITH STARTER	0600 PINTO	44	C	069412	092632025
10010	P02554	A	770401	05140000	ENGINE FLYWHEEL 72 000301 FORD DIVISION THIRTY FIVE TEETH ON FLYWHEEL SHOW EXCESSIVE WEAR	0600 PINTO	44	C	068416	092632025
10026	P02698	A	770526	05140000	ENGINE FLYWHEEL 65 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0700 SKYLARK	03	C	000000	090027012
10025	P02589	A	770427	05140000	ENGINE FLYWHEEL 70 000405 PONTIAC FLYWHEEL IS CRACKED OUTSIDE OF CENTER HUB IN TWO AREAS.	0705 CATALINA	03	C	092845	063301003
50041	P02416	A	770307	05140000	ENGINE FLYWHEEL 73 000102 JEEP DIV CENTER HUB BROKE OUT OF FLYWHEEL ON RETURN TRIP FROM MEXICO	5102 JEEP WAGONEER	03	C	051259	084057010

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82690	A	770524	05140000		ENGINE FLYWHEEL 73 000407 CHEVROLET TRUCK DV SHOP CLAIMS BROKEN TOOTH - STARTER WOULD NOT ENGAGE- TOWED	5200 EL CAMINO	28	C	043501	081003001
	P02306	A	770131	05140000		ENGINE FLYWHEEL 76 000305 FORD TRUCK DIV TEETH WERE CHEWED UP BADLY TRUCK WOULDNT START	5205 E150 ECON	14	C	000000	092632025
20001	P02745	A	770616	05150000		ENGINE-OTHER PARTS 00 000300 FORD MOTORS CO SHOP CLAIMS SEAL RUPTURES CAUSING SUDDEN LEAK MOTOR DAMAGE FILTER GASKET IS SEATED & INTACT MOTORCRAFT PART	0000 FORD MOTORS CO	32	B	001000	019709004
10027	P02637	A	770512	05150000		ENGINE-OTHER PARTS 73 000203 PLYMOUTH SHAFT IS BROKEN IN TWO AT OIL PUMP END	0100 BARRACUDA	03	C	029056	024153006
	P82374	A	770221	05150000		ENGINE-OTHER PARTS 75 170201 SAAB DIVISION VALVE COVER GASKET LEAKS OIL ON ENGINE.	0101 99LE	32	C	000000	055402019
30012	P01725	A	760805	05150000		ENGINE-OTHER PARTS 73 000302 LINCOLN PLASTIC PIN ON VAC.ADVANCE PLATE BROKEN.PLATE CANT BE MOVED BY ADVANCE MECHANISM	0200 MARK IV	44	C	023396	094110116
50033	P02225	A	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN CAM SHAFT BROKE BTWN LOBES FOR #3 & #7 CYLS. LOBES & RACES NOT EXCESS. WORN. FAILURE OCCURED AT 40MPH,CSD. SEVERE ENG. DAMAGE. CASTING DEFCT?	0205 MARK III	03	C	057500	019073017
50033	P02225	D	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN CON. ROD TWISTED & BROKE OUT CENTER HALF OF ROD. ADD'L ID-09AE 6210-P	0205 MARK III	03	C	057500	019073017
50033	P02225	B	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN PISTON CRACKED AT TOP & AT PIN. SKIRT & TOP RING BROKEN. CON. ROD IS DAMAGED-NICKED. SHOP CLMS VEH WELL CARED FOR & IN EX. COND. ID-D00E-A	0205 MARK III	03	C	057500	019073017

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50033	P02225	C	761220	05150000		ENGINE-OTHER PARTS		03	C	057500	019073017
					71	000302 LINCOLN	0205 MARK III				
						PISTON IS CRACKED & BROKEN AT TOP & AT SKIRT. TOP TWO RINGS ARE BROKEN					
30019	P01804	B	760818	05150000		ENGINE-OTHER PARTS		57	C	031371	046619005
					75	000403 CHEVROLET	0300 CAPRICE				
						SET OF(16)LIFTERS,MOST EXHIBIT SLIGHT DISHING ON BOTTOM SURFACE. LFTR AT WORN CAM LOBE WORN ROUGH ON BOTTOM.					
30019	P01804	C	760818	05150000		ENGINE-OTHER PARTS		03	C	031371	046619005
					75	000403 CHEVROLET	0300 CAPRICE				
						PUSH ROD CAME THRU ROCKER ARM,SOME WEAR ON VALVE CONTACT AREA-PUSH ROD IS STRAIGHT. BALL AREA NOT EXCESSIVELY WORN.					
30019	P01804	A	760818	05150000		ENGINE-OTHER PARTS		44	C	031371	046619005
					75	000403 CHEVROLET	0300 CAPRICE				
						LOBE WORN OFF OF CAM COMPLETELY(#4 EXHAUST)OTHER LOBES SHOW SLIGHT WEAR. BEARING RACES IN VERY GOOD CONDITION.					
20004	P02780	A	770623	05150000		ENGINE-OTHER PARTS		32	C	045000	001230005
					74	000203 PLYMOUTH	0403 FURY III				
						3 OF 5 FREEZE PLUGS FROM ENGINE HAVE HOLES PLUGS BUSTED					
50027	P02161	A	761130	05150000		ENGINE-OTHER PARTS		28	C	099860	094110116
					65	000301 FORD DIVISION	0500 MUSTANG				
						DEFECTIVE OIL PRESSURE SWITCH CAUSED WARNING LIGHT TO COME ON-SWITCH POSSIBLE LEAKING					
50038	P02307	A	770131	05150000		ENGINE-OTHER PARTS		44	C	036751	012603054
					71	000203 PLYMOUTH	0600 VALIANT				
						OIL CAP IS CLOGGED WITH OIL SLUDGE DEPOSITS. CAP IS IMPORTANT ELEMENT OF VEHICLES EMISSION CONTROL SYSTEM. TWO HOSE CONNECTION CAP					
50001	[illegible]	A	760927	05150000		ENGINE-OTHER PARTS		03	C	056445	[illegible]
					74	000301 FORD DIVISION	0600 PINTO				
						CAMSHAFT BROKE BETWEEN 3RD & 4TH LOBES, FROM TWISTING ACTION. ALL LOBS ARE EXCESS. WORN. SOME WEAR ON RACES. ADD'L I.D. 6250-BC					
50040	P02430	A	770315	05150000		ENGINE-OTHER PARTS		28	C	000000	043614003
					73	000301 FORD DIVISION	0700 THUNDERBIRD				
						BROKEN OIL VALVE STEM SEAL CLOG PUMP GEARS-SHOP SAYS 3RD CASE					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50027	P02165	A	761209	05150000		ENGINE-OTHER PARTS		08	B	069000	083651021
					69	000301 FORD DIVISION	0800 TORINO				
						PISTON SKIRT IS CRACKED ON THRUST SIDE-2 SYMMETRICAL CRACKS ARE ONE INCH LONG EXTENDING UP TOWARD CENTER ADDL.ID.C90E D					
	P01625	B	760801	05150000		ENGINE-OTHER PARTS		44	C	038359	095670006
					73	000403 CHEVROLET	0900 VEGA				
						BROKEN VALVE SPRING REQUIRING VALVE JOB TO REPAIR. NO PART SENT.					
10011	P02565	A	770404	05150000		ENGINE-OTHER PARTS		28	C	012300	054911007
					75	000305 FORD TRUCK DIV	5111 F250				
						RELIEF VALVE BROKE-NO OIL PRESSURE- #C5AE-6604 3 A3					
50003	P01949	A	760928	05150000		ENGINE-OTHER PARTS		44	C	029190	027105003
					70	000407 CHEVROLET TRUCK DV	6001 C50				
						LOBE TO 4TH CYL FROM FRONT IS COMPLETELY WORN AWAY. OTHER LOBES SHOW SLIGHT WEAR. BEARING SURFACE SHOWS LIGHT RUST.					
20001	P02744	A	770616	05150000		ENGINE-OTHER PARTS		28	C	000000	019709004
					00	000305 FORD TRUCK DIV	6203 B-700				
						DISTRIBUTOR GEAR PIN IS BROKEN VEHICLE STALLS WON'T RUN					
30012	P01722	A	760805	05151000		ENGINE - TIMING GEAR & CHAIN		28	C	119909	051106004
					69	000203 PLYMOUTH	0000 PLYMOUTH				
						NYLON COVERING ON CAM GEAR TEETH WORN EXCESSIVELY.APEX OF TEETH SEVERELY WORN ON 25 PCT. OF TEETH. ENG. JUMPED TIME BENDING 8 RODS & VALVES					
50001	P01928	A	760927	05151000		ENGINE - TIMING GEAR & CHAIN		03	C	036000	071601002
					73	000303 MERCURY	0102 CAPRI 2600				
						FIBER GEAR RIM IS CRACKED PARALLEL TO CAM. RIM IS BEGINNING TO SEPARAT FROM METAL GEAR TEETH.					
10008	P02515	A	770401	05151000		ENGINE - TIMING GEAR & CHAIN		28	B	028471	091105033
					76	000303 MERCURY	0104 CAPRI II				
						PLASTIC TEETH CRACKED AND CAME COMPLETELY OFF TIMING GEAR CAUSING 2800CC ENGINE TO STOP- #69TM6A256A-B CAR TOWED (OWNER LETTER)					
50039	P02342	A	770207	05151000		ENGINE - TIMING GEAR & CHAIN		28	C	003822	054911007
					66	000405 PONTIAC	0200 GRAND PRIX				
						NYLON TEETH ARE WORN AND BROKEN OFF GEAR. UNDERLYING METAL TEETH WORN					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10012	P02571	A	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN CHAIN IS STRETCHED- ACTION STIFF	0200 MARK IV	44	C	049065	097266002
10012	P02571	C	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN GEAR EXHIBITS SLIGHT WEAR (CRANK)	0200 MARK IV	57	C	049065	097266002
10012	P02571	B	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN FORD NYLON GEAR EXHIBITS ONLY SLIGHT WEAR (CAM)	0200 MARK IV	57	C	049065	097266002
50032	P02200	A	761217	05151000	ENGINE - TIMING GEAR & CHAIN 66 000402 CADILLAC NYLON COATING OVER TEETH IS CRACKED & CHIPPED IN SEVERAL PLACES.NYLON & UNDERLYING TEETH WORN. SHOP CLMS CAR STALLED & WOULD NOT START.	0500 CADILLAC UNKNOWN	03	C	105310	054911007
50003	P01948	A	760928	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION FIBER TEETH HAVE BROKEN OFF METAL CAM GEAR OVER 100 DEG. SECTION TEETH ARE BONDED TO METAL GEAR, EXCESS. WORN. ADD'L I.D. A 258 A-A	0504 MUSTANG II	03	C	040241	027105003
10025	P02585	A	770429	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION PLASTIC BROKE OFF OF METAL GEAR - CLAIMS POOR OIL CIRCULATION & SLUDGE #64TM6A256A-A	0504 MUSTANG II	44	C	035705	019409097
10025	P02585	B	770429	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION KEYWAY & GEAR TEETH IN GOOD CONDITION - SUSPECT GEAR WAS REPLACED AS PART OF MATCHED SET	0504 MUSTANG II	00	C	035705	019409097
10027	P02632	A	770512	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION #10 69 TM 5 A 256 A-A PLASTIC TEETH CRACKED & BROKE OFF OF GEAR	0504 MUSTANG II	03	B	031954	070601009
50040	P02405	A	770307	05151000	ENGINE - TIMING GEAR & CHAIN 76 000301 FORD DIVISION ID:69TM6A256A-A;NYLON IS MISSING FROM OVER 50% OF THE CAM GEAR	0504 MUSTANG II	28	C	016403	012603041

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
30012	P01721	A	760805	05151000	ENGINE - TIMING GEAR & CHAIN 67 000405 PONTIAC	0600 LE MANS	57	C	069402	051106004
					NYLON COMPLETELY STRIPPED FROM TEETH-METAL GEAR SHOWS WEAR.					
50013	P02034	A	761027	05151000	ENGINE - TIMING GEAR & CHAIN 73 000301 FORD DIVISION	0600 PINTO	28	C	013971	094110116
					TEN TEETH ON RUBBER TIMING BELT EXCESS. WORN.- ENGINE QUIT. ADD'L I.D. 6268AB UNIROYAL					
50039	P02341	A	770207	05151000	ENGINE - TIMING GEAR & CHAIN 67 000405 PONTIAC	0705 CATALINA	28	C	063566	054911007
					NYLON TEETH ARE WORN AND BROKEN OFF GEAR. UNDERLYING METAL TEETH WORN					
50011	P02013	A	761028	05151000	ENGINE - TIMING GEAR & CHAIN 67 000401 BUICK	0800 SPECIAL	44	C	079842	030501001
					PLASTIC WORN AWAY FROM 95% OF CAM GEAR. SOME WEAR ON UNDERLYING METAL TEETH. ENGINE DIED.					
50011	P02013	B	761028	05151000	ENGINE - TIMING GEAR & CHAIN 67 000401 BUICK	0800 SPECIAL	44	C	079842	030501001
					SOME WEAR EVIDENT IN TIMING CHAIN- LOOSE. PLASTIC STRIPPED FROM CAM GEAR.					
50023	P02121	A	761122	05151000	ENGINE - TIMING GEAR & CHAIN 72 000405 PONTIAC	0800 PONTIAC UNKNOWN	03	C	052168	012603050
					NYLON COVERING IS WORN OFF 2/3 OF GEAR. EXPOSED METAL TEETH & REMAING. PLASTIC SHOW WEAR. KEYWAY IN GD. COND. ENGINE WOULD NOT START.					
20016	P01625	A	760801	05151000	ENGINE - TIMING GEAR & CHAIN 73 000403 CHEVROLET	0900 VEGA	00	C	038359	095670006
					TIMING BELT HAS NUMEROUS CRACKS ACROSS WIDTH ON OUTER SURFACE. NONE EXTEND THROUGH TO TOOTHED PORTION OF BELT. REPLACED DURING VALVE JOB					
50013	P02030	A	761027	05151000	ENGINE - TIMING GEAR & CHAIN 70 000301 FORD DIVISION	1100 FORD UNKNOWN	03	C	067072	098126073
					PLASTIC COATING ON GEAR IS CRACKED ON EDGE. PLASTIC ON 9 TEETH IS CHIP					
50013	P02031	B	761027	05151000	ENGINE - TIMING GEAR & CHAIN 71 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	44	C	033825	098126073
					TEETH ON CRANK GEAR SHOW SLIGHT WEAR- JUMPED TIMING					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50013	P02031	A	761027	05151000		ENGINE - TIMING GEAR & CHAIN		03	C	033825	098126073
					71	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						PLASTIC ON GEAR TEETH IS CRACKED, OUTER SURFACE OF TEETH WORN TO METAL					
						JUMPED VALVE TIMING.					
50013	P02031	C	761027	05151000		ENGINE - TIMING GEAR & CHAIN		44	C	033825	098126073
					71	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						TIMING CHAIN IS WORN - SOME EXCESS. PLAY. JUMPED TIMING.					
50011	P02014	A	761028	05151000		ENGINE - TIMING GEAR & CHAIN		44	C	071232	030501001
					73	000305 FORD TRUCK DIV	5400 RANCHERO				
						PLASTIC ON ONE TOOTH OF CAM GEAR IS CHIPPED. OTHER TEETH SHOW SLIGHT					
						WEAR. ENGINE JUMPED TIMING.					
50011	P02014	B	761028	05151000		ENGINE - TIMING GEAR & CHAIN		44	C	071232	030501001
					73	000305 FORD TRUCK DIV	5400 RANCHERO				
						ONE FACE OF ALL TEETH WORN. ENGINE JUMPED TIMING.					
50011	P02014	C	761028	05151000		ENGINE - TIMING GEAR & CHAIN		44	C	071232	030501001
					73	000305 FORD TRUCK DIV	5400 RANCHERO				
						TIMING CHAIN EXHIBITS WEAR - LOOSE. ENGINE JUMPED TIME.					
10015	P02393	A	770303	05151000		ENGINE - TIMING GEAR & CHAIN		03	C	038263	053140019
					73	000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS				
						TWO TEETH OF NYLON TIMING GEAR ARE BROKEN-NYLON IS CRACKED IN OTHER					
						SECTIONS-KNOCKS-ID:3896960					
	P02629	B	770509	05210000		ENGINE COOLING SYSTEM-RADIATOR		49	C	032161	053215010
					75	000402 CADILLAC	0101 CADILLAC DE VILLE				
						SHOP CLAIMS RUSTED					
10011	P02559	A	770401	05220000		ENGINE COOLING SYSTEM-HOSES		32	C	037060	001230005
					73	000203 PLYMOUTH	0403 FURY III				
						CLAIMS HOSE LEAKS-IS STIFF THOUGH NO APPARENT HOLES-PROBABLY AT CLAMP					
10011	P02559	B	770401	05220000		ENGINE COOLING SYSTEM-HOSES		32	C	037000	001230005
					73	000203 PLYMOUTH	0403 FURY III				
						CLAIMS HOSE LEAKS-HOSE IS STIFF THOUGH NO APPARENT LEAKS EXCEPT CLAMP					
						#3462200 BOILS OVER					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02593	A	770425	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 70 000403 CHEVROLET BEARING & SEAL OF PUMP HAVE FAILED. SHAFT IS LOOSE, NOISY. PUMP IS LEAKING AT SHAFT. PUMP MADE BY AIRTEX	0000 CHEVROLET	32	C	042916	022203030
30016	P01784	A	760813	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 75 160450 DATSUN TRUCK DIV BEARING AT FRONT OF WATER PUMP AT SHAFT FELL APART.SHAFT IS SCORED AT BEARING LOCATION.-SHOP STATES-ALL BELTS WERE LOST-	0200 PICKUP TRUCK	03	C	019700	084713018
50030	P02190	A	770103	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 74 140301 BMW DIVISION WATER PUMP BEARING WORN OUT, SHAFT IS LOOSE, PUMP NOISY ADD'L ID - 2.2 SICU A 74 BMW	0203 3.0 CS COUPE	34	C	016000	006793044
10009	P02541	A	770412	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 76 160401 DATSUN DIVISION CENTER HUB OF WATER PUMP PULLEY IS CRACKED/BROKEN- OVERHEATS	0300 DATSUN B-210	03	C	008000	019409097
40001	P01867	A	760909	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 69 000403 CHEVROLET PUMP SHAFT BROKE AT BEARING. BRNG DESINTEGRATED-WORE GROOVE IN SHAFT. FAN WENT THROUGH RAD. TOP TANK & LODGED IN HOOD. POSS. IMPROPER LUBE.	0312 IMPALA	03	C	074773	051106004
30026	P01677	A	760712	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 70 000201 CHRYSLER DIV PUMP LEAK CAUSE ENGINE TO OVERHEAT. SUSPECT WORN SHAFT SEAL. WATER TRACE EVIDENT AT RUNOFF HOLE AT SHAFT HOUSING. HIGHOSEAL-NAME ON SEAL	0500 NEWPORT	44	C	032100	012603050
50027	P02164	A	761213	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 73 000201 CHRYSLER DIV COOLANT HAS BEEN LEAKING FROM RUN OFF HOLE-POSS.BAD SEAL-PUMP ACTION STIFF-IMPELLER BENT AT TWO VANES	0500 NEWPORT	32	D	047000	001230005
50032	P02195	A	761217	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 68 000202 DODGE PUMP LEAKS FROM RUN-OFF HOLE AT SHAFT - ACTION IS ROUGH. SUSPECT BAD SHAFT SEAL LEAKED COOLANT TO BEARING. SHOP CLMS. OVERHEATED	0600 MONACO	32	C	058147	012603050
10031	P02651	A	770512	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 74 000301 FORD DIVISION METAL IMPELLER RUSTED AND BROKEN - BEARING ACTION GOOD	0600 PINTO	03	C	000000	090027012

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30005	P01848	A	760902	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		32	C	000000	063109037
					00	000201 CHRYSLER DIV	0700 CHRYSLER UNKNOWN				
						WATER LEAKED FROM HOLE IN HOUSING AT SHAFT. SUSPECT DEFECTIVE SHAFT SEAL. BEARING APPEAS TO BE IN GOOD COND.				
30029	P01693	A	760730	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		03	C	035897	012207081
					75	000101 AMERICAN MOTORS DV	0700 MATADOR				
						SHAFT BROKE AT OUTER BALL BEARING LOCATION CONTACT SURFACE. CAUSING EXTENSIVE DAMAGE TO RAD.,ETC. SUSPECT EXCESS. TENSION ON BELT.				
50024	P02119	A	761129	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		34	C	056178	012603050
					69	000405 PONTIAC	0800 PONTIAC UNKNOWN				
						BEARING AT SHAFT WORN, SHAFT LOOSE, WOBBLES. SEAL HAD GONE BAD, WATER LEAKING FROM RUNOUT HOLE IN SHAFT HOUSING.				
50036	P02270	A	770121	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		37	D	025548	083651021
					73	000403 CHEVROLET	0900 VEGA				
						PUMP IS NOISY UPON ROTATION OF SHAFT. SOME PLAY IN SHAFT					
10018	P02726	A	770607	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		32	C	045387	098223001
					75	000102 JEEP DIV	5201 CJ-5 JEEP				
						WATER PUMP SHAFT BEARING & SEAL WORN,EXCESS. SHAFT LOOSE IN HOUSING.					
50037	P02282	A	770122	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		28	C	068460	027101002
					69	000407 CHEVROLET TRUCK DV	5702 C20				
						IMPELLER SEPARATED FROM SHAFT. PUMP IS FROM 6 CYL ENGINE					
10009	P02540	A	770412	05240000		ENGINE COOLING SYSTEM-FAN		44	C	045166	019409097
					74	000401 BUICK	0000 BUICK				
						FAN CLUTCH ACTION STIFF - FLUID LEAKED FROM CLUTCH					
DOT1	P01629	A	760701	05240000		ENGINE COOLING SYSTEM-FAN		41	C	025198	022044018
					73	000302 LINCOLN	0200 MARK IV				
						ONLY SLIGHT DRAG DETECTABLE IN ROTATION OF FAN CLUTCH SHAFT. CLUTCH QUIT FUNCTIONING AND CAR OVERHEATED				
DOT1	P02267	A	770126	05240000		ENGINE COOLING SYSTEM-FAN		03	B	000000	090027012
					72	000303 MERCURY	0300 COUGAR				
						FOMOCO #CF-D2SE-8600-AA ONE BLADE OF FIVE BLADE METAL FLEX FAN IS BROKEN. BREAK EXTENDS FROM INNER RIVET OUTWARD, 1/2" FROM OUTER RIVET					

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
DOT1	P02186	A	761217	05240000		ENGINE COOLING SYSTEM-FAN		55	C	000000	063123002
					73	000301 FORD DIVISION	0300 LTD				
						1 OF 7 BLADE METAL FLEX FAN BROKE, PARALLEL TO RADIUS OF FAN, 3/4" FRM RIVITS AT OUTER END, 1/4" AT INNER HUE. ADD'L ID 8600-A6. NO TAG W/ PI					
LO11	P02187	A	761229	05240000		ENGINE COOLING SYSTEM-FAN		55	C	000000	063123002
					73	000301 FORD DIVISION	0300 LTD				
						1 OF 7 BLADE METAL FLEX FAN BROKE NEARLY PARALLEL TO RADIUS. BREAK IS JAGGED. ADD'L ID 8600-AB					
DOT1	P02000	A	761102	05240000		ENGINE COOLING SYSTEM-FAN		21	C	059710	046327016
					71	000301 FORD DIVISION	0313 GALAXIE 500				
						5 BLADE METAL FLEX FAN DAMAGED RAD. 3/4 OF 1 BLADE MISSING, SEPARATED ALONG BLADE SUPPORT 2" FROM HUB END. ADD'L ID- 3462139, 24654 (BLADE)					
40003	P01892	A	760918	05240000		ENGINE COOLING SYSTEM-FAN		55	C	061423	094110116
					70	000402 CADILLAC	0500 CADILLAC UNKNOWN				
						ONE BLADE OF 5 BLADE METAL FLEX FAN IS SPLIT. SPLIT EXTENDS FROM OUTER END OF BLD. TO CENTER, SUPPORTS NOT DAMAGED. SPLIT CAUSED VIBRATION					
30002	P01822	A	760827	05240000		ENGINE COOLING SYSTEM-FAN		03	C	053380	044905004
					73	000203 PLYMOUTH	0500 SATELLITE				
						1 BLADE BROKE OFF OF METAL FLEX FAN. BREAK EXTENDS ALNG LENGTH OF BLD 2/3 OF BLADE MISSING,BUT INTACT AT RIVETS. ADD'L ID 24654 A73 P15198					
DOT1	P01891	A	760918	05240000		ENGINE COOLING SYSTEM-FAN		55	C	062304	094110116
					71	000301 FORD DIVISION	1100 FORD UNKNOWN				
						ONE BLADE OF 5 BLADE METAL FLEX FAN IS SPLIT. BLADE IS SPLIT AT OUTER END TO MORE THAN 1/2 WAY THRU BLADE NEAR SUPPORT. SUPPORT NOT DAMAGED					
30002	P01821	B	760827	05240000		ENGINE COOLING SYSTEM-FAN		02	C	043784	047710001
					73	000407 CHEVROLET TRUCK DV	5802 C20				
						FAN&HUB HIT BY FLYING CRANKSHAFT PULLEY.HUB PULLEY GROVE IS BENT IN 1 SPOT-3 FAN BLADES ARE BENT					
50040	P02434	A	770301	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		07	C	000000	098040019
					73	000403 CHEVROLET	0000 CHEVROLET				
						TRANSMISSION COOLER LOCATED INSIDE RADIATOR ASSEMBLY LEAKS-CONNECTION BETWEEN COOLING LINE FITTINGS & COOLING CORE BROKEN-CONTAMINATION					
10027	P02629	A	770509	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		32	C	032161	053215010
					75	000402 CADILLAC	0101 CADILLAC DE VILLE				
						PLUGS ARE RUSTED FROM INSIDE - ONE HAS THREE HOLES					

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02605	A	770503	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		03	B	063847	085012004
					66	000403 CHEVROLET	0312 IMPALA				
						EDGE OF PULLEY BELT GROOVE BROKE - 100 DEGREE SECTION MISSING FROM OUTER EDGE OF WATER PUMP PULLEY					
50036	P02265	A	770124	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		28	C	088290	061107005
					67	000403 CHEVROLET	0312 IMPALA				
						SHAFT IS FROZEN ON FAN CLUTCH. SUSPECT LEAKAGE OF FLUID, OIL TRACES AND DIRT AROUND SHAFT					
40002	P01881	A	760918	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		28	C	009973	054911007
					68	000404 OLDSMOBILE	0400 TORONADO				
						FAN CLUTCH LEAKED FLUID, WOULDN'T TURN. FLUID LEAK EVIDENT AT HUB SHAFT					
20004	P02778	A	770608	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		03	C	042000	006810051
					74	170101 VOLVO DIVISION	0400 164				
						FAN HUB BROKE OUT OF PULLEY.					
20004	P02779	A	770623	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		28	C	045000	001230005
					74	000203 PLYMOUTH	0403 FURY III				
						PORTION OF SENSOR CHIPPED IN OVERHEAT COND LIGHT DID NOT COME ON					
50037	P02292	A	770126	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		28	C	046000	001230005
					73	000201 CHRYSLER DIV	0500 NEWPORT				
						TEMPERATURE SENDING UNIT IS LIGHTLY CORRODED. UNIT FAILS TO OPERATE DASH INDICATOR					
30011	P01700	A	760730	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		09	C	070274	023513001
					72	000404 OLDSMOBILE	0605 CUSTOM CRUISER				
						INNER-MOST GROOVE OF 3 GROOVE PULLEY HAS RIDGE 1/32" HIGH, CUTS FAN BELT. SHARP EDGE ALSO EXISTS BETWEEN INNER & MIDDLE GROOVE.					
30002	P01821	A	760827	05270000		ENGINE COOLING SYSTEM-OTHER PARTS		21	C	043784	047710001
					73	000407 CHEVROLET TRUCK DV	5802 C20				
						CRANKSHAFT PULLEY FLEW OFF HARMONIC BALANCER.MOUNTING HOLES OF 3 GROVE PULLEY ELONGATED.HEADS OF 2 MOUNTING BOLTS SHEERED OFF,3RD BOLT BENT					
40003	P01897	A	760919	06112000		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		32	C	066288	093101021
					72	150301 FIAT DIVISION	0300 124				
						HOSE HAS SERIES OF CRACKS IN RUBBER AT 90 DEG. BEND, LEAKS FUEL. HOSE IS NOT RUBBER/CLOTH SANDWITCH TYPE OFTEN USED FOR CARRYING FUEL.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50001	P01926	A	760927	06112000	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 64 150301 FIAT DIVISION HOSE IS CRACKED THROUGH-OUT, LEAKS. HOSE IS NOT FIBER/RUBBER SANDWITCH TYPE.	0400 128	32	C	000000	080906093
40003	P01896	A	760919	06112000	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 73 150301 FIAT DIVISION HOSE HAS SERIES OF CRACKS IN RUBBER, LEAKS FUEL. HOSE IS NOT RUBBER/ CLOTH SANDWITCH TYPE OFTEN USED FOR CARRYING FUEL.	0400 128	32	C	027001	093101021
10025	P02587	A	770425	06113000	FUEL TANK ASSEMBLY-TANK 74 000403 CHEVROLET SEVERAL PINHOLES IN TANK (PORTION) RUST EVIDENT ON INSIDE SURFACE. SHOP SUSPECTS INSUFFICIENT PLATING.	0300 CAPRICE	32	B	016186	076015012
50027	P02162	A	761213	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 69 000201 CHRYSLER DIV IRREGULAR GAS GAUGE READING-UNIT APPEARS INTACT,INCLUDING FLOAT-ACTION IS SMOOTH	0200 300	44	D	070000	001230005
40003	P01899	A	760919	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 72 000201 CHRYSLER DIV SENDING UNIT ASSY. IS INTACT. FLOAT IS DENIED BUT NO HOLES ARE APPARNT ACTION OF FLOAT ARM IS GD. SUSPECT MISADJUSTMENT AT ELEC. CONTACT.	0300 NEW YORKER	44	C	056450	001230005
10016	P02696	A	770525	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 73 000403 CHEVROLET GAUGE WOULD NOT REGISTER ABOVE 1/4 TANK - NO VISIBLE DEFECTS - SUSPECT PROBLEM IN TANK RESISTOR UNIT - ELECTRICAL SHORT	0312 IMPALA	44	C	047610	070002033
10026	P02602	A	770506	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 72 000202 DODGE FLOAT APPEARS INTACT - FUEL GAUGE DOES NOT WORK	0600 MONACO	28	D	050000	001230005
50039	P02335	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02336	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50039	P02337	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02338	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON MESH SCREEN. SCREEN SPLIT LENGTH WISE. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02339	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02333	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02331	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02330	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02329	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02328	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. SCREEN IS SPLIT NEAR SEAM - PROBABLY FOR INSPECTION BY SHOP. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02334	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN AND INSIDE FILTER. SCREEN PARTIALLY SPLIT AT SEAM. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50039	P02332	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02326	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02327	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN AND IN FILTER CYLINDER. STALLING CONDIT ION.	0000 UNKNOWN	44	C	000000	053404006
50039	P02325	A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
10008	P02503	A	770404	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 68 000301 FORD DIVISION MOLDED RUBBER TANK VENT HOSE IS SPLIT AT "T"	0800 TORINO	32	C	063834	079605020
50039	P02427	A	770317	06124000	FUEL EMISSION CONTROL-VALVE 00 000204 DODGE TRUCK DIV PCV VALVE IS PLASTIC AND METAL CONSTRUCTION-CAME APART AT JOINT OF TWO MATERIALS-BRAKES FAILED	5100 D&W SERIES-PICK UP	03	C	000000	063301003
50040	P02431	A	770307	06130000	FUEL LINES FITTINGS AND PUMP 63 000406 GMC TRUCK DIV FUEL PUMP WENT ON SUDDENLY SPRAYING GAS ON EXHAUST-SMALL FIRE-SUSPECT DIAPHRAM RUPTURED-SERVICE TRUCK	5601 C1500	24	B	095000	053511008
[illegible]	P02703	A	770526	06131000	FUEL LINES,METALLIC 69 000201 CHRYSLER DIV 5/16-INCH METAL FUEL LINE IS RUSTED - PINHOLES & LEAKS	0200 300	32	C	090000	001230005
DOT1	P02056	A	761021	06131000	FUEL LINES,METALLIC 73 000301 FORD DIVISION METAL FUEL LINE HAS 1/2" SPLIT AT 90 DEG. BEND, 1" FROM FITTING	0307 LTD CNTRY SQUIRE	32	A	039241	019020002

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02610	A	770429	06131000	FUEL LINES,METALLIC 68 000403 CHEVROLET METAL FUEL LINE LIGHTLY RUSTED - LINE WAS CUT BY FRAME WHEN SUSPENSION BOTTOMED OUT	0314 IMPALA CUSTM CPE	08	C	104608	030309023
50039	P02340	A	770207	06131000	FUEL LINES,METALLIC 75 000401 BUICK METAL FUEL RETURN LINE SPLIT. LEAKS GAS ON REAR CONTROL ARM	0500 LA SABRE	32	A	019975	019380005
50018	P02073	A	761115	06131000	FUEL LINES,METALLIC 71 000405 PONTIAC METAL GAS LINE IS RUSTED.	0705 CATALINA	49	C	096902	055805004
50039	P02367	A	770214	06132000	FUEL LINES,HOSES,NON-METALLIC 71 140501 VOLKSWAGEN DIVISN APPROXIMATELY 1/4 INCH ID CLOTH COVERED FUEL HOSE 11 IN. SECTION-SPOT IS WORN THRU CLOTH W/ UNDERLYING RUBBER CRACKED- GAS LEAKED	0100 TYPE I	32	C	000000	054130001
10008	P02519	A	770401	06132000	FUEL LINES,HOSES,NON-METALLIC 74 140503 PORSCHE DIVISION FUEL HOSE BETWEEN TANK & FILTER LEAKS- HOSE HAD BEEN CRIMPED	0101 PORSCHE 914	32	C	043806	068510002
50026	P02155	A	761201	06132000	FUEL LINES,HOSES,NON-METALLIC 74 110206 MG DIVISION FUEL LINE LEAKS ON EXHAUST MANIFOLD AT FITTINGS. LINE CONNECTS 2 CARBS PART MAY BE REPLACEMENT. EMISSION CONTROLS HAD BEEN REMOVED.	0102 MGB GT	32	C	013000	068510002
20004	P02787	A	770627	06132000	FUEL LINES,HOSES,NON-METALLIC 72 200031 INTERNATIONAL TRCK PLASTIC HOSE IS MELTED SUSPECT LINE IS VAPOR RETURN LINE TOO CLOSE TO EXHAUST	0107 TRAVALL	04	B	031000	054130001
20004	P02789	A	770627	06132000	FUEL LINES,HOSES,NON-METALLIC 72 200031 INTERNATIONAL TRCK PLASTIC HOSE IS MELTED. SUSPECT LINE IS VAPOR RETURN LINE TOO CLOSE TO EXHAUST.	0107 TRAVALL	04	B	031000	054130001
50041	P02412	A	770308	06132000	FUEL LINES,HOSES,NON-METALLIC 73 000403 CHEVROLET FUEL HOSE IS CRACKED AT BEND-ID:6107 M-KV	0303 CAPRICE EST WGN	32	C	034287	007083128

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SORTED BY COMPONENT,MODEL,ALL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02722	A	770606	06132000		FUEL LINES,HOSES,NON-METALLIC		32	B	059020	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS HOSE LEAKS HOSE IS CLOTH MESH COVERED RUBBER					
10031	P02648	A	770511	06132000		FUEL LINES,HOSES,NON-METALLIC		32	C	020017	033577018
					70	000301 FORD DIVISION	0500 MUSTANG				
						FUEL HOSE HARD AND CRACKED - 1 1/2-INCH SPLIT AROUND - LEAKS INTO BACK					
40003	P01889	A	760918	06132000		FUEL LINES,HOSES,NON-METALLIC		08	C	013448	080226008
					74	000301 FORD DIVISION	0500 MUSTANG				
						FUEL PUMP OUTLET HOSE IS SPLIT AT MIDDLE. SPLIT EXTENDS 1/2 WAY AROUND CIR. SHOP CLAIMS CAUSED BY MISALIENED METAL FUEL LINE.					
10008	P02507	A	770406	06132000		FUEL LINES,HOSES,NON-METALLIC		32	C	042132	031401020
					68	000404 OLDSMOBILE	0600 98				
						FUEL HOSE IS SPLIT 90 DEGREES AROUND 1 1/2 INCH FROM ONE END-LEAKS ON MUFFLER					
50014	P02043	A	761118	06132000		FUEL LINES,HOSES,NON-METALLIC		24	A	000000	091605014
					73	000301 FORD DIVISION	1100 FORD UNKNOWN				
						FUEL LINE HOSE AT CARB. IS CRACKED, LEAKED GAS. UNDERHOOD FIRE.					
20004	P02788	A	770627	06132000		FUEL LINES,HOSES,NON-METALLIC		08	B	044000	019805002
					77	000407 CHEVROLET TRUCK DV	5800 SUBUREAN CARRYALLS				
						HOSE IS LAYERED FUEL LINE TYPE. HOSE IS STIFF, CRACKS WHEN FLEXED. SHOP CLAIMS HOSE IS DRY ROTTED, WAS NOT LEAKING AT TIME					
30026	P01679	A	760712	06135000		FUEL FILTER LINE		77	C	050268	061230005
					71	000401 BUICK	0700 SKYLARK				
						PAPER FUEL ELEMENT IS TORN THROUGH 6 RIDGES & DIRTY. TORN PORTION SLIPPED & COVERED FUEL INLET.					
50026	P02154	A	761201	06136000		FUEL TANK		32	C	000000	0685[illegible]
					58	140401 MERCEDES-BENZ DIV	0100 MERCEDES-BENZ				
						FUEL BLADDER FAILURE ALLOW FUEL TO LEAK ONTO CONTACT CAUSING FIRE OR POSSIBLE EXPLOSIVE SITUATION					
	P81801	A	760813	06136000		FUEL PUMP		49	C	000000	020800002
					00	000303 MERCURY	0102 CAPRI 2600				
						NO PART SENT. SHOP CLAIMS FUEL PUMP LEAKS OIL ON STEER. RACK MOUNT, CAUSING RUBBER TO DETERIORATE.					

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30012	P01711	A	760804	06136000	FUEL PUMP 68 000403 CHEVROLET DIAPHRAM ACTION IS WEAK,SUSPECT RUPTURED DIAPHRAM-SHOP SAYS THAT PUMP SPRAYED GAS ON EXHAUST MANIFOLD WHILE ENGINE WAS RUNNING.	0300 CAPRICE	32	B	000000	051106004
30007	P01849	A	760904	06136000	FUEL PUMP 72 000301 FORD DIVISION SHOP CLAIMS PUMP HAS EXTERNAL LEAK & NO VACUUM PRESSURE. SUSPECT CRACK IN DIAPHRAGM. INTERNAL DEFECT. ADD'L ID - MADE IN CANADA	0301 LTD WAGON	32	C	037837	017754007
40001	P01866	A	760909	06136000	FUEL PUMP 74 000403 CHEVROLET FUEL PUMP LEAKS.ON EXHAUST MANIFOLD. EVIDENCE OF GAS AROUND LEVER & GASKET. SUSPECT RUPTURED DIAPHRAGM.	0312 IMPALA	32	C	036077	051106004
50024	P02120	A	761129	06136000	FUEL PUMP 70 000203 PLYMOUTH GAS LEAKING FROM TOP OF PUMP. SUSPECT DIAPHRAM IS CRACKED. ADD'L ID.- CARTER O-1994.	0400 FURY	32	C	054608	012603050
50040	P02371	A	770215	06136000	FUEL PUMP 76 000203 PLYMOUTH ID:4027585,6774,253 5, O-1994- PUMP LEAKED GAS INTO CRANKCASE-SUSPECT	0415 GRAN FURY	32	C	011686	023513001
50016	P02060	A	761020	06136000	FUEL PUMP 74 000301 FORD DIVISION FUEL PUMP LEAKED OUT VENT. SUSPECT HOLE IN DIAPHRAM. ADD'L ID-PE20099, 4078,74TF 9350 BA	0510 MUSTANG II GHIA	32	A	035112	023513001
50011	P02013	C	761028	06140000	FUEL SYSTEM OTHER PARTS 67 000401 BUICK GROOVE WORN ON FUEL PUMP DRIVE CAM. GROOVE IS ON PUMP ARM RIDING SURFACE, EXTENDS 135 DEG. AROUND CIRC. & IS 1/8" DEEP.	0800 SPECIAL	44	C	079842	030501001
50039	P02323	A	770214	06213000	CARBURETOR,UNKOWN TYPE-OTHER PART 00 000400 GENERAL MOTORS CO FLOAT MATERIAL IS SATURATED WITH GAS - CAUSES CARB TO FLOOD	0000 GENERAL MOTORS CO	44	B	000000	098036456
50039	P02322	A	770214	06213000	CARBURETOR,UNKOWN TYPE-OTHER PART 00 000300 FORD MOTORS CO FLOAT MATERIAL IS SATURATED WITH GAS - CAUSES CARB TO FLOOD	0000 FORD MOTORS CO	44	B	000000	098036056

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50040	P02429	A	770317	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 00 000000 UNKNOWN CARB FUEL INLET REPAIR FITTING LEAKS-IS PLUG TYPE WITH 5/16 INCH HOSE CONNECTION IN WHICH EXPANDED RUBBER PROVIDES SEAL AGAINST STRIPPED THR	0000 UNKNOWN	32	C	000000	063301003
30011	P01709	A	760804	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 00 000000 UNKNOWN BAD DIAPHRAM-NO DATA TAG W/PART	0000 UNKNOWN	44	C	000000	084111015
50031	P02483	A	770331	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 70 000403 CHEVROLET SOAKED WITH FUEL, FLOAT IS COMPOSITION MATERIAL TYPE.	0000 CHEVROLET	44	C	088976	098036056
30013	P01756	A	760810	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 69 000303 MERCURY PLASTIC CARB. FAST IDLE CAM BROKE AT LINKAGE HOLE CAUSING GAS LINKAGE TO STICK.	0407 MERCURY-MARQUIS	53	C	000000	023513001
50011	P02011	A	761103	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 71 000305 FORD TRUCK DIV PUMP GASKET LEAKS. RUBBER DIAPHRAGM BRITTLE. PART IS WORN-OUT.	5111 F250	44	C	066697	054911007
50031	P02482	A	770331	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART 71 000407 CHEVROLET TRUCK DV COMPOSITION MATERIAL FLOAT IS SOAKED WITH FUEL CAUSING FLOODING & FIRE	5700 PICK UP MODELS	24	C	036574	098036056
50014	P02041	A	761021	06220000		CARBURETOR,SINGLE 62 000301 FORD DIVISION BUTTERFLY THROTTLE VALVE ROD IS BROKEN CAUSING LOSS OF THROTTLE CONTRL POSS. ROD BROKE FROM LACK OF LUBE. ADD'L ID - GR1545B	1100 FORD UNKNOWN	28	C	073680	040503002
10008	P02521	A	770401	06223000		CARBURETOR,SINGLE-OTHER PART 73 160401 DATSUN DIVISION POWER VALVE CAUSES LARGE AMOUNT OF FUEL TO PASS THROUGH CARB.	0102 DATSUN 240Z	44	C	000000	068510002
50026	P02155	C	761201	06223000		CARBURETOR,SINGLE-OTHER PART 74 110206 MG DIVISION POINT IS WORN OFF METAL NEEDLE. NEEDLE & SEAT ASSY. LEAKS AT BASE OF CARB. ON EXHAUST MANIFOLD. REPLACEMENT PART WAS NEW DESIGN.	0102 MGB GT	44	C	013000	068510002

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02155	B	761201	06223000	CARBURETOR,SINGLE-OTHER PART 74 110206 MG DIVISION POINT IS WORN OFF METAL NEEDLE. NEEDLE & SEAT ASSY. LEAKS AT BASE OF CARB. REPLACEMENT PART WAS NEW DESIGN & NEW FITTINGS.	0102 MGB GT	44	C	013000	068510002
	P82223	A	761229	06223000	CARBURETOR,SINGLE-OTHER PART 74 000202 DODGE SHOP REPORTS FLOAT PROBS ON 2 VEH. WITH HOLLEY MODEL #H1945 CARBS. HAD TO REPLACE CARBS, NO PARTS AVAIL, HARD START, FLOODING WERE SYMPTOMS.	0500 DART	44	C	000000	090004013
	P82224	A	761229	06223000	CARBURETOR,SINGLE-OTHER PART 74 000202 DODGE SHOP REPORTS FLOAT PROBS ON 2 VEH. WITH HOLLEY MODEL #H1945 CARBS. HAD TO REPLACE CARBS, NO PARTS AVAIL. HARD START, FLOODING WERE SYMPTOMS.	0500 DART	44	C	000000	090004013
50033	P02222	A	761229	06223000	CARBURETOR,SINGLE-OTHER PART 65 000305 FORD TRUCK DIV HARD STARTING, FLOODING & LOW MIL. CAUSED BY COMPOSITION FLOAT. SUSPCT CONTAMINATED W/ FUEL & NOT HAVING SPECIFIED WEIGHT.	5200 ECONOLINE SERIES	44	C	035000	090004013
10007	P02495	A	770407	06230000	CARBURETOR,DOUBLE 72 000203 PLYMOUTH KIT PARTS SHOW SLIGHT WEAR-CARB WOULD FLOOD/STALL-POOR STARTING COND.-SUSPECT SETTING OFF SPECIFICATIONS	0402 FURY II	44	C	071000	001230005
40001	P01870	A	760909	06230000	CARBURETOR,DOUBLE 73 000203 PLYMOUTH SHOP CLAIMS CAR STALLS, HARD TO START, POOR MILEAGE. WEAR ON NEEDLE & SEAT. GASKETS APPEAR TO HAVE SEALED WELL. CARB. KIT ONLY SENT.	0403 FURY III	44	C	028635	001230005
10017	P02718	A	770602	06230000	CARBURETOR,DOUBLE 74 000203 PLYMOUTH CARB NEEDLE & SEAT NOT WORN SUSPECT FLOAT SETTING WAS OFF CAUSING FLOODING POOR PERF	0403 FURY III	44	C	044925	001230005
50019	P02082	A	761117	06230000	CARBURETOR,DOUBLE 73 000203 PLYMOUTH SHOP CLAIMS CARB CAUSE OF HESITATION- AIR HORN CASTING DISTORTED FROM CLEANER-WING NUT TOO TIGHT. PHYSICAL APPEARANCE OK. ID-4A 3698331	1000 PLYMOUTH UNKNOWN	44	C	058520	053140011
30003	P01825	A	760827	06233000	CARBURETOR,DOUBLE-OTHER PART 00 000300 FORD MOTORS CO EGR BLOCK PASSAGE IS CORRODED LIGHTLY FROM EXHAUST GAS.PORT PASSAGE IS OPEN. ADD'L ID - 9A58968	0000 FORD MOTORS CO	44	C	000000	097266002

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CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50041	P02443	A	770318	06233000		CARBURETOR,DOUBLE-OTHER PART		44	C	052000	001230005
					73	000202 DODGE	0200 CHARGER				
						GASKETS & ACCELERATOR PUMP- FLOODING & STALLING- POSSIBLE NEEDLES & SEAT WEAR AND INCORRECT FLOAT SETTING					
30021	P01642	A	760701	06233000		CARBURETOR,DOUBLE-OTHER PART		00	C	032302	095336001
					73	000301 FORD DIVISION	0400 MAVERICK				
						CARB. SPACER PLATE FOR 2 BBL CARB., MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.					
30021	P01643	A	760701	06233000		CARBURETOR,DOUBLE-OTHER PART		00	C	028169	095336001
					73	000301 FORD DIVISION	0400 MAVERICK				
						SPACER PLATE FOR 2 BBL CARB. MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.				
10015	P02408	A	770310	06233000		CARBURETOR,DOUBLE-OTHER PART		32	C	038950	023513001
					74	000303 MERCURY	0500 MONTEGO				
						EGR CARB PLATE IS BURNT THRU BY EXHAUST GAS-PORT IS CLOGGED W/DEPOSITS					
10015	P02382	A	770222	06233000		CARBURETOR,DOUBLE-OTHER PART		26	C	042677	098270095
					74	000301 FORD DIVISION	0504 MUSTANG II				
						COMPOSITE FLOAT MATERIAL SATURATED WITH GAS- FLOAT SINKS CAUSING FLOOD					
50025	P02138	A	761123	06233000		CARBURETOR,DOUBLE-OTHER PART		32	C	016000	051106004
					74	000301 FORD DIVISION	0504 MUSTANG II				
						CARBUREATOR FLOAT SINKS IN FLOAT BOWL- CAR STALLING-2BBL CARB.					
20015	P01628	A	760701	06240000		CARBURETOR,FOUR-BARREL		44	C	023019	022042097
					74	000404 OLDSMOBILE	0100 CUTLASS				
						TOP PLATE FROM ROCHESTER QUADRAJET. ONE OF THE EARS THAT HOLDS THE ACCELERATOR PUMP LEVER BROKE OFF					
30003	P01824	A	760827	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		44	C	000000	097266002
					00	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						EGR PORT IN BLOCK IS CORRODED FROM EXHAUST GAS. PORT EXIT IS BLOCKED WITH DEPOSITS. SHEFFIELD PART					
10008	P02522	A	770401	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		26	C	038095	068510002
					72	000403 CHEVROLET	0000 CHEVROLET				
						CARBURETOR FLOAT SATURATED WITH GAS -CAUSES FLOODING					

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10008	P02522	B	770401	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		26	C	038095	068510002
					72	000403 CHEVROLET	0000 CHEVROLET				
						SHOP SENT EMPTY CAN OF HEET GAS LINE ANTIFREEZE - POSSIBLE CAUSE OF FLOAT SATURATION- DEMENT & DOUGHERTY, INC.				
10012	P02576	A	770422	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		44	C	040250	006758053
					73	000302 LINCOLN	0200 MARK IV				
						EGR PLATE BURNED THRU SIDE-NOT CLOGGED- SUSPECT MALFUNCTION-SHEFFIELD					
30021	P01644	A	760701	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		00	C	051350	095336001
					73	000303 MERCURY	0800 MERCURY UNKNOWN				
						SPACER PLATE FOR 4 BBL CARB. MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.					
10008	P02502	A	770404	06243000		CARBURETOR,FOUR-BARREL-OTHER PART		26	C	051892	068510001
					74	000407 CHEVROLET TRUCK DV	5701 C10				
						COMPOSITION FLOAT IS SATURATED WITH GASOLINE CAUSING FLOODING CONDITION QUADRAJET					
50041	P02402	A	760617	06250000		CARBURATION-OTHER PART		32	C	000000	019405094
					69	200031 INTERNATIONAL TRCK	0000 INTERNATIONAL TRCK				
						1-BARREL LEAKS GAS AFTER ENGINE CUTS OFF-SUSPECT INTERNAL MALFUNCTION & ENGINE RAN POORLY-BACKFIRE EVIDENCE IN THROAT (METRO 1200)					
50040	P02380	A	770223	06250000		CARBURATION-OTHER PART		44	C	090000	001230005
					66	000201 CHRYSLER DIV	0500 NEWPORT				
						SHOP SAYS CARB FLOODS & LEAKS, SENT KIT PARTS (OLD). ACCELERATOR PUMP, CHECK BALLS, NEEDLES & SEAT ALL APPEAR GOOD. FLOAT SETTING SUSPECT.					
	P82357	A	770201	06310000		FUEL INJECTION,UNKNOWN TYPE		44	B	010000	055402019
					75	170201 SAAB DIVISION	0101 99LE				
						FUEL INJ. STICKS AT FULL THROTTLE WHEN COLD, 35 TO 40MPH WHEN AARM. MISSES & BACKFIRES, UNABLE TO REPAIR.				
50041	P02401	A	770223	06314000		FUEL INJECTION,UNK TYPE-DISTRIBUTOR		44	D	016000	019405094
					74	160201 HONDA DIVISION	0000 HONDA DIVISION				
						SHOP CLAIMS TOO MUCH SIDE PLAY IN SHAFT-CANNOT SET POINTS-ID: 404 150					
	P81745	A	760730	06327000		FUEL INJECTION,ELECTRIC-INJECTOR		24	C	020008	067501001
					70	170201 SAAB DIVISION	0100 99				
						4 INJECTORS REPLACED AT 45,578 MILES, 2 REPLACED AT 63,627 MILES, 1 AT 65,586 MILES. NO PARTS AVAILABLE.					

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81743	A	760730	06327000		FUEL INJECTION,ELECTRIC-INJECTOR		32	C	000000	020009003
					74	170201 SAAB DIVISION	0100 99				
						OWNER REPORTS INJECTORS LEAK GAS ON ENGINE. CONDITION IS COVERED UNDER 50,000 MILE EMMISSIONS WARRANTY.					
	P81991	A	761019	06400000		THROTTLE LINKAGES AND CONTROL		57	C	006524	091043044
					76	000402 CADILLAC	0300 ELDORADO				
						FUEL INJECTION THROTTLE CONTROL JAMMED, DRIVER BURNED OUT BRAKES STOPPING VEH. RPLCD PROP. VALVE & REBUILT M/CYC, DID NOT RPLC WORN-OUT PAD					
50028	P02168	A	761216	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		03	C	000000	095336001
					00	000000 UNKNOWN	0000 UNKNOWN				
						ACCEL. CABLE IS FRAYED AT PEDAL END OF SECTION. CABLE FRAYED & BROKE. NO TAG WITH PART					
10016	P02709	A	770531	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		44	C	024667	098126073
					67	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						CASING IS BROKEN WHERE FLEXIBLE PORTION JOINS RIGID METAL - CABLE IS FRAYED AT CASING BRAKE					
50040	P02376	A	770215	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		53	C	042252	098126073
					72	000303 MERCURY	0100 CAPRI				
						CABLE IS FRAYED AT ACCELERATOR CABLE END CAUSING ROUGH ACTION					
30025	P01668	A	760712	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		53	C	027666	019805002
					71	000303 MERCURY	0101 CAPRI 2000				
						ACTION OF CABLE FEELS GOOD. CABLE ASSY. MELTED THROUGH CASING LAYERS TO CABLE EXPOSING CABLE 1/4 IN. SECTION. PROB. SOURCE OF CABLE BINDING					
30023	P01635	A	760701	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		00	C	012064	063105001
					76	000303 MERCURY	0104 CAPRI II				
						STRANDED METAL CABLE BROKE NEAR HOUSING END					
50012	P02022	A	761104	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		28	C	046394	053405004
					71	000403 CHEVROLET	0300 CAPRICE				
						CABLE IS FRAYED, PORTION OF PLASTIC HOUSING IS CRACKED. ACCEL. STUCK OPEN.					
50001	P01925	A	760927	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		53	C	060000	080906093
					74	150301 FIAT DIVISION	0300 124				
						ACCEL. CABLE IS FRAYED - BINDS IN CASING. CAUSED THROTTLE TO JAM.					

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02205	A	761217	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		33	B	094000	068510002
					67	000301 FORD DIVISION	0313 GALAXIE 500				
						PLASTIC CASING IS BROKEN-HANGS-UP-ON METAL PORTION OF CASING & JAMS. CUSTOMER CLMS. 3 TO 4 BREAK EACH YEAR.				
50022	P02108	C	761129	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		03	B	052103	098126073
					72	000403 CHEVROLET	0402 NOVA				
						ACCEL. CABLE & CASING BROKE, CAUSING THROTTLE TO STICK. CABLE NOT EXCESS. FRAYED. POSS. CABLE BROKE WHEN ENGINE MOUNT BROKE- HAD STRAPS.					
50039	P02398	A	770222	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		53	C	030000	063105001
					75	000301 FORD DIVISION	0900 GRANADA				
						CABLE IS FRAYED AND BRAKING CAUSING THROTTLE TO STICK-CABLE JAMS IN CASING OPEN-JUST HAD STARTED CAR					
50001	P01924	A	760927	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		53	C	029100	080906093
					74	150301 FIAT DIVISION	1000 FIAT UNKNOWN				
						ACCEL. CABLE IS FRAYED- BINDS IN CASING					
30925	P01667	A	760712	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		12	C	058554	019605002
					71	000301 FORD DIVISION	1100 FORD UNKNOWN				
						STEEL BRAIDED CABLE BROKE & FRAYED AT EYE FOR LINKAGE CONNECTION					
20004	P02774	A	770609	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	067000	032809006
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						EXHAUST HAS EATEN AWAY PORTION OF 4BBL EGR PLATE MADE OF ALUM PORTN OF PASSAGE IS CLOGGED WITH DEPOSITS FORD SHEFFIELD PART				
50032	P02216	B	761220	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	000000	063123002
					74	000301 FORD DIVISION	0100 FAIRLANE				
						PLATE CORRODED BY-GAS. CHANNEL CORRODED THRU-ONE INCH HOLE. ADD'L ID SHEFFIELD					
50033	P02236	A	761220	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	038000	053140014
					74	000302 LINCOLN	0102 CONTINENTAL				
						EGR SPACER PLATE FOR 4BBL CARB IS CORRODED, EMISS. CHAMBER IS CLOGGED SHOP CLMS. EXHAUST IN MANIFOLD BURNT OUT CARB. DISCONNECTED EGR VALVE					
50036	P02274	B	770124	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	045000	002745010
					73	000302 LINCOLN	0200 MARK IV				
						EGR PLATE IS FOR FOUR BARREL CARBURETOR.PLATE IS EATEN AWAY ON ONE SIDE AT CHANNEL-SOURCE OF VACUUM LEAK. LIGHT DEPOSITS ARE PRESENT					

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CUMMULATIVE PARTS RECEIVED BY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOT NUMBER
20001	P02733	A	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056542	098126073
					73	000301 FORD DIVISION	0300 LTD				
						EGR CHANNEL BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS 2 BBL CARB ADD'L ID -AB (SHEFFIELD)				
50036	P02272	A	770120	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	035265	023513001
					74	000301 FORD DIVISION	0300 LTD				
						EGR PLATE IS FOR FOUR BARREL CARBURETOR.PLATE IS EATEN AWAY AT ONE SIDE AT CHANNEL-SOURCE OF VACUUM LEAK				
50028	P02170	A	761216	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		38	C	020090	095336001
					73	000301 FORD DIVISION	0400 MAVERICK				
						ALUM. EGR PLATE BURNED THRU, CSD. VACUUM LEAK. BLACK DEPOSITS IN CHANC PORT IS NOT CLOGGED. PLATE IS FOR 2BBI. SHEFFIELD PART					
50038	P02273	A	770120	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	084391	023513001
					73	000303 MERCURY	0407 MERCURY-MARQUIS				
						EGR PLATE IS FOR 4 BARREL CARBURETOR-PLATE IS EATEN AWAY ON ONE SIDE AT CHENNEL-SOURCE OF VACUUM LEAK.ID # D3VE9A589AC SHEFFELD					
50032	P02215	B	761220	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	065565	063123002
					74	000303 MERCURY	0407 MERCURY-MARQUIS				
						EGR SPACER PLATE IS LADEN W/ DEPOSITS. PLATE CORRODED THRU ON TOP & SIDE. ADD'L ID - D3V SA588AC FORD					
10026	P02613	A	770427	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	041300	023513001
					74	000202 DODGE	0600 MONACO				
						SHOP CLAIMS MOPAR E G R VALVE STICKS OPEN - AT IDLE ENGINE CUTS OFF					
50033	P02237	A	761220	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	000000	053140014
					73	000301 FORD DIVISION	0800 TORINO				
						EGR SPACER PLATE FOR 2 BBL CARB IS CORRODED, EMMISSION CHAMBER CLOGGED WITH DEPOSITS. SHOP CLAIMS EGR VALVE WAS DISCONNECTED. AD. ID-SHEFFIEL					
50031	P02476	A	770330	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		04	C	057871	068102007
					73	000301 FORD DIVISION	0800 TORINO				
						EGR PASSAGE CLOGGED WITH DEPOSITS. GASES BURNED HOLE THRU ALUM. PLATE					
20001	P02734	B	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		28	C	000000	098126073
					73	000301 FORD DIVISION	1100 FORD UNKNOWN				
						EGR CHANNELS IN VALVE NOT BLOCKED SUSPECT VALVE DIAPHRAM MAY BE SPLIT ADD'L ID -BIC 034 (FORD)					

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20001	P02734	A	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	000000	098126073
					73	000301 FORD DIVISION	1100 FORD UNKNOWN				
						EGR CHANNEL IS BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS FROM 2 BBL CARB					
50028	P02171	A	761216	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		38	C	042237	095336001
					73	000305 FORD TRUCK DIV	5101 F100				
						ALUM. EGR PLATE IS BURNED THRU AT CHANNEL. BOTH CHANNELS ARE PARTIALLY CLOGGED W/ DEPOSITS, CSD. NOISE & LEAK. FORD - SHEFFIELD PART					
50032	P02199	A	761217	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	035986	054911007
					74	000305 FORD TRUCK DIV	5111 F250				
						ALUM EGR PLATE FROM 2BBL CARB HAS HOLE CORRODED THRU CHANNEL, CORRCSN AT CARB. END. PORTS NOT BLOCKED. SHOP CLMS. BAD CASTING-ENG. STALLS					
20003	P02770	A	770620	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056584	063301003
					73	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						CORROSION ON PLATE & VALVE CAUSES POOR ENGINE PERFORMANCE ADD'L ID -H2B 026					
20003	P02770	B	770620	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056584	063301003
					73	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						PLATE IS EATEN AWAY CHANNELS BLOCKED W/DEPOSITS CAUSES POOR ENGINE PERFORMANCE SHEFFIELD PART					
50026	P02147	A	761209	06510000		EXHST/CRNKCSE EMISSION CNTRL-PUMP,AIR		44	C	058575	094110116
					75	000301 FORD DIVISION	0301 LTD WAGON				
						PUMP IS VERY NOISEY UPON ROTATION OF VANE. SHOP CLAIMS SOURCE OF ROUGH ENGINE OPERATION.					
30015	P01765	A	760811	06510000		EXHST/CRNKCSE EMISSION CNTRL-PUMP,AIR		33	C	020000	019335003
					75	000301 FORD DIVISION	0900 GRANADA				
						PUMP FROZE.INSIDE OF PUMP IS RUSTED SUSPECT CAUSING EXCESSIVE STRAIN ON INTERNAL PARTS					
50006	P01967	A	761004	06510000		EXHST/CRNKCSE EMISSION CNTRL-PUMP,AIR		15	C	046101	094110116
					75	000301 FORD DIVISION	1100 FORD UNKNOWN				
						PUMP MOVEMENT IS STIFF. SHOP CLAIMS FROZEN. SUSPECT INTERNAL CORROSION OR EXCESS. WEAR.					
50032	P02216	A	761220	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		32	C	000000	063123002
					74	000301 FORD DIVISION	0100 FAIRLANE				
						SHOP CLMS. BAD EXHAUST LEAK. EXTERNAL APPEARANCE NORMAL. ADD'L ID 9D475-D2A027					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50011	P02009	A	761103	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		28	C	031036	054911007
					69	000403 CHEVROLET	0200 CHEVELLE				
						CATCH PIN FOR HEAT RISER SPRING BROKE - VALVE INOPERATIVE. SHOP CLAIMS VALVE STICKS - POWER LOSS & EXCESS GAS CONSUMPTION.					
50036	P02274	A	770124	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		32	C	045000	002745016
					73	000302 LINCOLN	0200 MARK IV				
						1/4" HOLE EATEN IN MANIFOLD, SOME LIGHT DEPOSITS IN CHANNEL EGR VALVE MANIFOLD PART ID NO -D3AE-9E753AD-2					
50032	P02215	A	761220	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		32	C	065565	063123002
					74	000303 MERCURY	0407 MERCURY-MARQUIS				
						SHOP CLAIMS BAD EXHAUST LEAK. EXTERNAL APPEARANCE OF VALVE NORMA. ADD'L ID-FORD D3AE-9D475-LA					
20003	P02769	A	770620	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		44	C	003245	063301003
					76	000204 DODGE TRUCK DIV	5301 B1 VAN COMPACT				
						VALVE IS BROKEN, DOES NOT SEAT CORRECTLY. SHOP CLAIMS CAUSED "SEVERE ERRATIC ENGINE STALL-OUT"					
10032	P02671	A	770519	06600000		EXHAUST SYSTEM		37	C	028856	076015012
					75	000401 BUICK	0406 ELECTRA LIMITED				
						CLAIMS EXHAUST LEAK & NOISY - SUSPECT LEAKAGE AT VALVE SHAFT					
10031	P02646	A	770511	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	029000	007083128
					75	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						MANIFOLD IS BROKEN AT #5 PORT - SUPPORT BAR AND MANIFOLD BOTH BROKEN-BLACK DEPOSITS INSIDE MANIFOLD PORT					
50037	P02295	A	770128	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	043828	090027012
					74	000402 CADILLAC	0300 ELDORADO				
						MXHAUST MANIFOLD IS CRACKED IN TWO BETWEEN CENTER PORTS. LIGHT COLORED DEPOSITS IN MANIFOLK. MANIFOLD IS FROM V-8 ENGINE					
50004	P01950	A	760928	06610[illegible]		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	079009	076901005
					69	000403 CHEVROLET	0312 IMPALA				
						EXHAUST MANIFOLD IS BROKEN AT DUAL CENTER PORTS, NEAR PIPE CONNECTION. DEPOSITS INSIDE MANIFOLD ARE LIGHTER AT PIPE HOOKUP					
	P02358	A	770401	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	053094	022042097
					72	000403 CHEVROLET	0312 IMPALA				
						MANIFOLD BROKE JUST BELOW #1 CYL AT BEND					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30004	P01646	A	760701	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000403 CHEVROLET	0402 NOVA	00	C	018509	033579018
					CRACK IN MANIFOLD AT HEAT RISER-COLLCTR AREA.EXTENDS AROUND 1/2 OF MANIFOLD PERPEND. TO HEAT RISER PLATE SHAFT. HEAT BUILDUP IN CENT PORT					
50012	P02017	A	761102	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 000203 PLYMOUTH	0601 VALIANT DUSTER	03	C	074113	063105007
					EXHAUST MAN. FROM 6 CYL. ENG. IS CRACKED ON EACH SIDE OF HEAT RISER-COLLECTOR PORTION OF MANIFOLD. RISER APPEARS FUNCTIONAL.					
10018	P02725	A	770614	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 000203 PLYMOUTH	0601 VALIANT DUSTER	03	C	038915	023513001
					EXHAUST MANIFOLD IS CRACKED & BROKEN IN 2 NEAR COLLECTOR HEAT RISER IS OPERATIONAL					
10031	P02647	A	770511	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000301 FORD DIVISION	0801 TORINO WAGON	03	C	068689	033577018
					EXHAUST MANIFOLD IS BROKEN FOUR INCHES ABOVE OUTLET - WHITE DEPOSITS INSIDE MANIFOLD					
50007	P01933	A	760927	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000407 CHEVROLET TRUCK DV	5300 BLAZER	03	C	000000	085251005
					EXHAUST MANIFOLD IS CRACKED IN 2 BETWEEN NUMBER 5 & 7 PORTS. BREAK IS NEAR PIPE HOOKUP. LIGHT BROWN COLOR INSIDE, LIGHTER TOWARDS BREAK.					
50037	P02286	A	770124	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 68 000204 DODGE TRUCK DIV	5400 M SERIES-MOBILE HM	03	C	068123	095401045
					MANIFOLD IS FROM RIGHT HAND SIDE OF CHRYSLER SMALL BLOCK V-8 ENGINE. MANIFOLD IS CAST IRON,CRACKED COMPLETELY IN TWO NEAR#4 CYLINDER PORT					
30017	P01792	A	760814	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000204 DODGE TRUCK DIV	5600 DGE TRK AND VN UNK	03	C	015670	012205003
					PIPE BROKE AT FLANGE-PIPE HAS ONLY LIGHT LAYER OF RUST-VERY SOLID. SUSPECT STRESS ON PIPE FROM INCORRECT FLANGE WELDSVIBRATION CAUSED BRK					
50015	P02044	A	761020	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 000407 CHEVROLET TRUCK DV	5701 C10	03	C	018000	076901005
					LFT-SIDE MANIFOLD FROM V-8 IS CRACKED IN 2 AT REAR BETWEEN #6 & #8 CYL INSIDE OF MANIFOLD HAS DARK COLORATION THROUGHOUT.					
20001	P02732	A	770606	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000401 BUICK	0000 BUICK	44	C	[illegible]	098126073
					INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED ADDING BACK PRESSURE AND LIMITTING POWER					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50020	P02093	A	761122	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 74 000403 CHEVROLET INNER WALL OF DOUBLE WALL PIPE COLLAPSED. SHOP CLMS. EXPLODED WHEN HIT WITH COLD WATER FROM ROAD.	0300 CAPRICE	76	C	049224	070601002
50020	P02092	A	761122	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 69 000404 OLDSMOBILE INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED. SHOP COMS EXPLODED ON HIGHWAY.	0600 98	76	C	049106	070601002
20004	P02784	A	770624	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000403 CHEVROLET INNER WALL OF DOUBLE WALL PIPE COLLAPSED LACK OF POWER	0800 MONTE CARLO	44	C	053304	017104008
50005	P01970	A	761005	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 70 000301 FORD DIVISION INNER WALL OF DOBLE WALLED EXHAUST PIPE COLLASED, CAUSING EXCESS. BACK PRESSURE & POWER LOSS.	1100 FORD UNKNOWN	44	C	067072	098126073
50033	P02219	A	761220	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000406 GMC TRUCK DIV INNER WALL OF DOUBLE-WALLED EX. PIPE COLLAPSED COMPLETELY. PIPE IS NOT EXCESSIVELY RUSTED.	5600 PICK UP MODELS	28	C	027000	024153008
50016	P02057	A	761021	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 75 000407 CHEVROLET TRUCK DV INNER WALL OF DOUBLE WALL PIPE COLLAPSED. ENGINE WOULD NOT RUN	5700 PICK UP MODELS	28	C	017428	019020002
50040	P02369	A	770214	06640000	EXHAUST SYSTEM-TAIL PIPE 73 000403 CHEVROLET INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED. CAUSING POOR PERFORMANCE	0800 MONTE CARLO	44	C	067410	019409113
50007	P01981	A	761006	06640000	EXHAUST SYSTEM-TAIL PIPE 76 000305 FORD TRUCK DIV BAFFLES IN EXTENSION ARE CLOGGED WITH EXHAUST DEPOSITS.	5200 ECONOLINE SERIES	44	C	048305	033301040
	P82188	B	761219	06651000	CONVERTER 75 000401 BUICK CONVERTER OVERHEATED FROM ENGINE MISSFIRE, GLOWING W/HEAT. CARPET PAD DING UNDER RT. FRONT SEAT WAS FOUND SMOULDERING, CAR FULL OF SMOKE.	0200 SKYHAWK	25	A	008000	063123002

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81832	A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY		32	C	000000	094022118
					74	160401 DATSUN DIVISION	0300 DATSUN B-210				
						NO PART SENT. CORROSION IN CLUTCH SLAVE CYL. CAUSED LEAK IN PASS. COMP AND LOSS OF CLUTCH OPERATION.					
10017	P02731	A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY		44	C	053126	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS SLAVE CYL LEAKS NO VISIBLE DEFECTS SUSPECT INTERNAL LEAKAGE					
10017	P02721	A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY		44	C	053126	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS CYL LEAKS RESEVOIR IS DIRTY NO OTHER VISIBLE DEFECTS SUSPECT INTERNAL LEAK					
	P81996	A	761006	07100000		POWER TRAIN CLUTCH ASSEMBLY		32	C	000000	080906093
					00	160401 DATSUN DIVISION	0601 DATSUN 510				
						SHOP ADVISES IF CLUTCH FLUID IS NOT CHANGED EVERY 6 MOS., SLAVE & MSTR CYLS. WILL LEAK AT SEALS					
	P81831	A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY		32	C	000000	094022118
					71	160401 DATSUN DIVISION	0601 DATSUN 510				
						NO PART SENT. CLUTCH MASTER & SLAVE CYLS ARE CORRODED CAUSING LEAK IN PASS. COMP. & LOSS OF CLUTCH OPERATION.					
	P81830	A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY		32	C	000000	094022118
					72	160401 DATSUN DIVISION	0601 DATSUN 510				
						NO PART SENT. CORROSION IN CLUTCH SLAVE & MASTER CYLS. CAUSED FLUID LEAK INTO PASS. COMP.& LOSS OF CLUTCH OPERATION.					
	P81826	A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY		44	C	000000	094022118
					00	160401 DATSUN DIVISION	0800 DATSUN UNKNOWN				
						NO PARTS SENT. SHOP REPORTS SEEING SEVERAL CARS WITH 'BAD' CLUTCH PLATE "TORSION" SPRINGS					
50037	P02283	A	770124	07120000		POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE		56	C	034750	080910072
					73	000303 MERCURY	0100 CAPRI				
						CABLE IS PARTIALLY FRAYED AT FITTING AT PEDAL END.					
10025	P02592	A	770427	07120000		POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE		29	C	071266	067211009
					70	140502 AUDI DIVISION	0104 AUDI 100LS				
						SHOP CLMS CABLE BROKE. HOUSING & LINING SLIPS, BROKEN. CABLE ACTION INTACT. ASSUME CABLE INTACT, HOUSING NOT.					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20002	P02751	A	770617	07120000		POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE		44	C	033000	019409097
					74	000301 FORD DIVISION	0603 PINTO WAGON				
						CLUTCH CABLE ACTION STIFF IMPEDED BY LOOSE PLASTIC INSIDE HOUSING CLUTCH SLIPPED NOISEY ODOR					
10008	P02509	A	770404	07120000		POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE		03	C	078893	063105001
					72	000403 CHEVROLET	0900 VEGA				
						CLUTCH CABLE IS FRAYED AND BROKEN AT BOTH ENDS					
50026	P02148	A	761213	07120000		POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE		03	C	000000	022042097
					73	000403 CHEVROLET	0903 VEGA HATCHBACK GT				
						CLUTCH CABLE FRAYED AND BROKEN 9-IN FROM PEDAL HOOKUP AT PULLEY-DASH					
50013	P02033	A	761027	07130000		POWER TRAIN CLUTCH ASM-LINKAGE,RIGID		14	C	000000	090027113
					67	000301 FORD DIVISION	0500 MUSTANG				
						PEDAL PIVOT SHAFT IS EXCESS. WORN, GROOVED ON LFT SIDE. SUPPORT ASSY. IS WORN AT SHFT HOLES-BUSHING MISSING- GUIDES LOOSE,ADD'L ID 6501508 B					
	P82361	A	770309	07140000		POWER TRAIN CLUTCH ASM-CROSSHAFT,PIVOT		28	C	017120	027107014
					75	000202 DODGE	0500 DART				
						CLUTCH PIVOT BALL FASTENED TO FENDER WELL AND FENDER WELL AREA CRACKED AND PULLED OUT-LOSS OF CLUTCH					
50040	P02391	A	770303	07140000		POWER TRAIN CLUTCH ASM-CROSSHAFT,PIVOT		03	C	037714	045324016
					74	000301 FORD DIVISION	0504 MUSTANG II				
						BOLT BROKE AT BASE-CAUSED CLUTCH TO BE ENGAGED					
10027	P02631	A	770512	07150000		PWR TRN CLUTCH ASM-LEVEL,RELEASE,THROW-OUT		33	B	120087	070601009
					65	000203 PLYMOUTH	0000 PLYMOUTH				
						BEARING DETERIORATED COMPLETELY - RACES EXCESSIVELY SCORED - CLAIMS FAILED BEARING LOCKED CLUTCH					
	P81629	A	760823	07180000		PWR TRN CLUTCH ASM-PLATE,DRIVEN,CLUTCH		[illegible]	C	000000	094022118
					00	160401 DATSUN DIVISION	0800 DATSUN UNKNOWN				
						NO PART SENT. SHOP REPORTS SEEING SEVERAL CARS WITH "BAD" PRESSURE PLATES.					
50032	P02201	A	761217	07200000		POWER TRAIN TRANSMISSION,STANDARD-MANUAL		03	C	066145	054911007
					71	000101 AMERICAN MOTORS DV	0600 JAVELIN				
						TRANS. SHIFT LEVER BROKE AT RETAINING GROOVE. TRANS. LOCKED, NOT POSS. TO SHIFT.					

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10026	P02618	A	770428	07211000		PWR TRN TRANSM.-3 SPD-LVR & LNKG,COL.SHIFT		28	C	000000	053140014
					74	000406 GMC TRUCK DIV	5100 GMC TRUCK				
						PLASTIC SHIFT BLOCK BROKE - NOT ABLE TO SHIFT GEARS					
50023	P02115	A	761130	07220000		PWR TRN TRANSM.-4 SPD		03	C	028881	053140005
					74	000405 PONTIAC	0104 FIREBIRD TRANS AM				
						SHOP SENT SMALL PORTION OF TRANS. CASE, CAST ALUMINUM, AS SAMPLE. SHOP CLAIMS EYELET THAT HOLDS REVERSE IDLER SHAFT BROKE. BACK OF CASE CRKED					
10027	P02630	A	770509	07220000		PWR TRN TRANSM.-4 SPD		44	B	021000	080918075
					75	000401 BUICK	0200 SKYHAWK				
						THREE TEETH BROKEN ON ONE GEAR					
10011	P02562	A	770404	07240000		PWR TRN TRNS.-UNK.TYP-		55	C	072849	054911007
					66	000301 FORD DIVISION	0200 FALCON				
						BEARING WORN CAUSING HARD SHIFTING & VIBRATION- BALL TYPE- INNER RACE LIGHT SCORED					
50040	P02437	A	770307	07240000		PWR TRN TRNS.-UNK.TYP-		03	C	047566	053405004
					70	000301 FORD DIVISION	0400 MAVERICK				
						SHIFT TUBE BUSTED NEAR MID POINT WHERE PLASTIC CLIPS HELD TOGETHER					
50036	P02251	A	770109	07241000		PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT		28	C	010154	090027012
					68	000305 FORD TRUCK DIV	5101 F100				
						PIN HOLE SECURING SHIFT LEVER IS BROKEN FROM HOUSING					
50028	P02167	B	761216	07241000		PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT		28	C	043410	012208084
					73	000305 FORD TRUCK DIV	5101 F100				
						METAL SHIFT HUB IS CRACKED LENGTHWISE 2 1/2"AT SHIFT TUBE CYL. HOUSING					
50028	P02167	A	761216	07241000		PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT		28	C	043410	012208084
					73	000305 FORD TRUCK DIV	5101 F100				
						WELD BROKE ON LOCATER TAB ON TOP SECTION OF SHIFT TUBE. TAB FIT IN HUB TO POSITION TUBE. POSS. CAUSED CRACKED HUB.					
50033	P02230	A	770109	07241000		PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT		03	C	009000	031204007
					76	000407 CHEVROLET TRUCK DV	5400 CHEVY VAN SERIES				
						SHIFTER ARM BROKE ON COLUMN. ARM IS CRACKED & BROKEN. UNABLE TO SHIFT					

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50004	P01957	A	760929	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 00 000400 GENERAL MOTORS CO BRASS TRANS, OIL COOLER ELEMENT IN RADIATOR, SUSPECT LEAKAGE/CONTAMI- NATION WITH COLLING WATER.	0000 GENERAL MOTORS CO	28	C	000000	098040019
50040	P02426	A	770318	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 75 000403 CHEVROLET SPRING BROKE, CUT THRU COVER, SPRAYED TRANSMISSION FLUID ON CATALYTIC CONVERTER CAUSING SMALL FIRE	0000 CHEVROLET	22	C	047095	070601009
10008	P02510	A	770404	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 73 000403 CHEVROLET CABLE ACTION IS ROUGH- HANGS UP ON CASING	0100 CAMARO	53	C	000000	063105001
30007	P01857	A	760904	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 74 000403 CHEVROLET COOLING LINE IS STEEL"BUNDYFLEX"TUBING 5/16"ID. HOLE IS WORN IN TUBING FROM CHAFFING BY OTHER LINE. THIS TUBING IS NOT STOCK APPLICATION.	0200 CHEVELLE	32	C	059044	002745010
50027	P02159	A	761130	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 74 000405 PONTIAC SHOP CLAIMS DEFECTIVE MODULATOR-TRANS WOULDNT SHIFT OUT OF LOW GEAR- PREMATURELY BURNING UP TRANS-SUSPECT DIAPHRAM IN MODULATOR IS SPLIT	0200 GRAND PRIX	44	C	059516	094110116
	P92360	A	770207	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 75 000401 BUICK TRANS. CASE CRACKED, CAUSING FAILURE.	0300 CENTURY	28	C	028456	000000000
10007	P02490	A	770407	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 75 000202 DODGE SERVO PISTON IS CRACKED AT CENTER	0400 CORONET	44	C	039581	092103122
10007	P02490	B	770407	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 75 000202 DODGE CENTER LINKING PORTION OF BAND IS CRACKED/BROKEN	0400 CORONET	03	C	039581	092103122
20015	P01636	A	760701	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 72 000201 CHRYSLER DIV TRANS. SEAL LEAKS. DAMAGED DURING REMOVAL	0500 NEWPORT	03	C	[illegible]	001230005

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	P82577	A	770402	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 00 000301 FORD DIVISION CATAL. CONVERTER PLACED TOO CLOSE TO TRANS. CAUSING FLUID TO OVER HEAT & VARNISH RESULTING IN TRANS. FAILURE	0504 MUSTANG II	41	C	019000	092103122
10015	P02413	A	770318	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 73 000301 FORD DIVISION LINES WERE CLIPPED TOGETHER AT BRACKET-RUBBING TOGETHER WORE HOLE IN METAL 5/16-INCH LINES-OIL LEAKING ON EXHAUST PIPE	0603 PINTO WAGON	32	C	025276	007083128
30023	P01627	A	760701	07320000	PWR TRN TRNS,AUTO.-LVR & LNKG,COL.SHIFT 74 000301 FORD DIVISION LOWER SECTION OF CABLE ASSY. RUSTED AT SLIDE & BROKE NEAR MOUNTING BRACKET. WOULD NOT LET TRANS. ENGAGE PARK. CAR WOULD START IN REVERSE	0807 GRAN TORINO WAGON	11	C	023900	033604002
50040	P02394	A	770303	07330000	PWR TRN TRNS,AUTO.-LVR & LNKG,FLR.SHIFT 71 000404 OLDSMOBILE CHROME TRANSMISSION SELECTOR LEVER FOR FLOOR MOUNTED AUTOMATIC TRANSMISSION BROKE AT BASE	0100 CUTLASS	03	C	067895	053140019
50031	P02485	A	770415	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 68 000404 OLDSMOBILE SHOP CLMS. NO GREASE CHANNEL IN JOINT. BEARINGS EXCESS. WORN IN 1 CUP. ONE JOURNAL IS CLOGGED W/ DEPOSITS, RESTRICTED. FITTING DAMAGED	0100 CUTLASS	57	C	099613	006757068
50004	P01955	A	760929	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 72 000403 CHEVROLET INSIDE OF 1 CUP IS RUSTED. BEARINGS, JOURNALS & CAPS SHOW SOME WEAR. GREASE FITTING IS BROKEN - CAUSED VIBRATION.	0312 IMPALA	55	C	000000	001230005
50016	P02054	A	761020	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 70 000203 PLYMOUTH BEARINGS ARE GONE IN 2 CUPS, WORN IN OTHER 2. JOINT IS RUSTED, NO EVI- DENCE OF LUBE, NO GREASE FITTING.	0606 VALIANT SCAMP	03	C	051716	012603050
50040	P02390	A	770223	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 76 000305 FORD TRUCK DIV BEARINGS ARE WORN & MISSING AT 1 JOURNAL-BEARING CUP BROKEN AT BASE- U-JOINT HAS BEEN LUBRICATED-ID:SPICER	5109 F150	03	C	012556	019560055
50023	P02238	A	761228	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 74 000204 DODGE TRUCK DIV ONE EAR OF YOKE IS BROKEN. SPLINES ARE INTACT. SLIGHT SCORING VISABLE ON YOKE SHAFT.	5304 B300	28	C	059302	002746004

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30311	P01703	A	760730	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 73 000203 PLYMOUTH BRNGS IN 1 CUP WORN AWAY CAUSING DRIVELINE VIBRATION. RUST IS INSIDE CAP & SHAFT IS WORN. ACTION IN OTHER 3 CUPS IS ROUGH. SMALL TYPE JOINT	0400 FURY	55	C	026575	023513001
30326	P01682	A	760719	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 70 000201 CHRYSLER DIV U-JOINT ROUGH & NOISY. BEARINGS IN ONE JOURNAL EXCESS WORN - LUBE HAD HARDENED BUT NOT IN OTHER 3. JOINT IS FROM SMALLER CHRYS. DRIVE TRAIN	0500 NEWPORT	44	C	050245	001230005
50041	P02449	A	770321	07412000	PWR TRN DRIVELINE UNIV.JT.-CNSTNT VELOCITY 74 150301 FIAT DIVISION BALL BEARING RACE ON CV JOINT BROKEN-2 BALL BEARINGS MISSING-WELL LUBE BELIEVE OUTER CV OF FRONT WHEEL DRIVE AXLE	0400 128	03	C	069996	020800002
10010	P02547	A	770329	07413000	PWR TRN DRIVELINE UNIV.JT.-UNKNOWN TYPE 71 000301 FORD DIVISION BEARING FAILURE - OWNER CLAIMS THIS IS ORIGINAL U-JOINT - ONE CUP IS WRONG SIZE	0500 MUSTANG	57	C	000000	023513001
20005	P02792	A	770628	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 73 000203 PLYMOUTH PINION SHAFT BROKE SNAPPED GEAR & BEARINGS IN GOOD COND PINION SEAL DAMAGED ADDL ID 71 172 MS 29 22 HELIXFORM	0400 FURY	03	C	063000	044646005
10028	P02640	B	770511	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 71 000301 FORD DIVISION TIMKEN-ROLLER BEARINGS INTACT - OUTER RACE HOUSING AND INNER RACE SHAFT SURFACES SHOW HEAT MARKS	0500 MUSTANG	51	B	050565	023513001
10028	P02640	A	770511	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 71 000301 FORD DIVISION TIMKEN- SOME ROLLER BEARING ARE PITTED BUT ALL ARE INTACT-OUTER RACE HOUSING & INNER RACE SHAFT SURFACES SHOW HEAT MARKS	0500 MUSTANG	51	B	050565	023513001
50036	P02259	A	770126	07452000	PWR TRN DRIVELINE-DIFFENTIAL UNIT SNGL SPD 74 000403 CHEVROLET ONE ROLLER IN PINION BEARING IS CRACKED LENGTHWISE, SLIGHTLY FLATENED AT FRACTURE. RACE IN GOOD COND. ADD'L ID 501349	0100 CAMARO	08	C	029082	023513001
30012	P01720	A	760805	07460000	POWER TRAIN AXLE ASSEMBLY 64 000100 AMERICAN MOTORS CO SPLINES IN HUB ARE WORN EXCESSIVELY-KEYWAY IS IN GOOD CONDITION	0000 AMERICAN MOTORS CO	28	C	086720	051100004

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02181	A	761220	07460000	POWER TRAIN AXLE ASSEMBLY 75 110202 TRIUMPH DIVISION 1/4" ALLEN BOLTS BROKE OFF IN HOUSING. BOLTS HOLD AXLE ASSY. TO DIFF. 1 & HOLD DIFF. SIDE BEARINGS. AXLE FORMS BOTTOM LINK OF REAR SUSP.	0300 SPITFIRE	03	A	012999	020800002
10012	P02572	A	770416	07461000	PWR TRN AXLE ASSEMBLY-HOUSING,AXLE SHAFT 72 200031 INTERNATIONAL TRCK REAR AXLE HOUSING BROKE 1 INCH FROM FRAME AROUND CIRCUMFERENCE	0100 SCOUT SERIES	03	A	014000	053213003
	P81738	A	760730	07461000	PWR TRN AXLE ASSEMBLY-HOUSING,AXLE SHAFT 00 000301 FORD DIVISION DEALER HAD 12 FAILURES WHERE AXLE TUBE SEPARATED, MAJORITY ON ELITE MODELS. NO PARTS AVAILABLE. SHOP WROTE LETTER	0813 GRAN TORINO ELITE	14	C	000000	076012007
	P81737	A	760730	07461000	PWR TRN AXLE ASSEMBLY-HOUSING,AXLE SHAFT 74 000305 FORD TRUCK DIV INSUFFICIENT WELD CAUSED HOUSING AND DIFF. TO SEPARATE. DEALER REPAIRD UNDER WARRANTY. ADD'L ID NOS. - 3259 730C PHOTOS BUT NO PARTS AVAIL.	5201 E100 CARGO VAN	14	C	011500	076012007
	P82362	A	770301	07462000	PWR TRN AXLE ASSEMBLY-SHAFT,AXLE 73 000403 CHEVROLET AXLE BROKE WITH RESULTANT DAMAGE CAUSED BY HEAT BUILD-UP FROM FAULTY BRAKE ASSEMBLY-COLLISION WITH ROADBED NO WARNING BUT SMELL THEN FIRE	0800 MONTE CARLO	03	A	064048	033308038
50038	P02305	A	770131	07463000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 75 000403 CHEVROLET ROLLER BEARINGS SHOW WEAR. CAGE BROKEN BY SHOP. OTHER RACE IS FROM THE OTHER BEARING. DISASSEMBLED BY SHOP. BRNGS NOISY-NO OTHER PROBLEM	0100 CAMARO	37	C	021000	092632025
10026	P02598	A	770427	07463000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 67 000201 CHRYSLER DIV #M201047-S BEARING HAS BEEN RUN DRY OF LUBRICANT, ROLLERS ARE PITTED, RACE SHOWS HEAT MARKS AND IS CRACKED	0500 NEWPORT	03	B	083669	068510002
D071	P02212	D	761220	07463000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 68 000401 BUICK OUTER WHEEL BEARING IS EXCESS. WORN, SEVERAL BALLS MISSING. NO ADEQUAT LUBRICATION PRESENT.	0700 SKYLARK	34	C	098710	098106062
10016	P02712	A	770531	07463000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 00 000203 PLYMOUTH ROLLERS ARE MISSING FROM RACE LIGHT SCORING ON RACE SURFACE ADD'L ID BOWER (BEARING); 110103M (RACE)	1000 PLYMOUTH UNKNOWN	28	C	065029	098126073

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1 JULY 76 THRU 30 JUNE 77

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02596	B	770427	07464000	PWR TRN AXLE ASSEMBLY-SEAL,AXLE SHAFT 67 000201 CHRYSLER DIV	0500 NEWPORT	32	B	083669	068510002
					#63534 RIGHT REAR SEAL SHOWS EXCESSIVE WEAR - SUSPECT LEAKAGE					
50041	P02420	A	770223	07465000	PWR TRN AXLE ASSEMBLY-4WD LOCKING HUBS 47 000102 JEEP DIV	5000 JEEP	03	C	000000	017754007
					FRONT HUB OF WILLY 4WD BROKE AT BASE OF COLLAR-SOME LIGHT SCORING ON SHAFT PORTION AT BREAK					
50009	P01962	B	761004	07470000	POWER TRAIN-OTHER PART 69 000403 CHEVROLET	0700 CORVETTE	03	C	031597	002140002
					INNER BEARING ON SPINDLE BROKE, SHOP CLAIMS. DISCOLORATION INDICATES HEAT BUILD-UP. SPLINE END DAMAGED FROM IMPACT. OUTER BEARING FAIR					
20016	P01630	A	760701	08120000	ELECTRICAL SYSTEM BATTERY-CABLE 72 000402 CADILLAC	0500 CADILLAC UNKNOWN	00	C	045000	055408005
					SPRING CLAMP HEAVY GUAGE TOP MOUNT BATTERY CABLE MADE OUT OF CORRODING METAL. CABLE ROUTED UNDER SPLASH PAN APPARENTLY CORRODED.					
	P81739	A	760730	08210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 00 000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO	44	C	000000	076012007
					SHOP STATES CS1 ALTERNATORS HAVE BAD REGULATORS OR ISOLATION DIODES 9 TIMES OUT OF 10. FAILURE CAN RESULT FROM OVER CAPACITY CHARGING.					
10025	P02591	A	770427	08210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 74 140501 VOLKSWAGEN DIVISN	0102 113 SUPER BEETLE	03	C	028069	067211009
					PULLEY HUB & HUB SPOT WELD ARE BROKEN					
10017	P02717	A	770602	08210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000202 DODGE	0200 CHARGER	44	C	052000	001230005
					BEARING ACTION ROUGH SEALED TYPE-BEARING ALT NOT CHARGING					
10026	P02596	A	770425	08210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000301 FORD DIVISION	0600 PINTO	34	C	077555	063105001
					1 PIECE OF 2 PIECE ALTERNATOR BRACKET IS BROKE-BREAK IS AT ADJUSTMENT SLOT-BUSHINGS IN OTHER PIECE ARE WORN SLIGHTLY					
	P81746	A	760730	08220000	ELECTRICAL SYSTEM REGULATOR 71 140502 AUDI DIVISION	0105 AUDI 810	40	C	000000	090094013
					REGULATOR OVER-CHARGED CAUSING BATTERY TO BOIL. FUMES CAUSED IRRITATN TO EYES & THROATS OF OCCUPANTS. BATTERY IS LOCATED UNDER REAR SEAT					

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50005	P01973	A	761005	08220000	ELECTRICAL SYSTEM REGULATOR 67 000301 FORD DIVISION CONTACT ARMS BENT. WIRE BETWEEN TWO COILS MELTED. REG. DAMMED IN ACCIDENT.	0200 FALCON	28	C	000999	098126073
50038	P02308	A	770131	08220000	ELECTRICAL SYSTEM REGULATOR 74 000301 FORD DIVISION "I" TERMINAL OF REGULATOR CONTAMINATED - POSSIBLE MELTED WIRE OF HARNESS. ONE RESISTOR ON BACK IS SPLIT	0804 GRAN TORINO	28	C	027176	012603050
10010	P02554	B	770401	08230000	ELECTRICAL SYSTEM STARTER 72 000301 FORD DIVISION ENGAGEMENT TEETH ARE WORN	0600 PINTO	44	C	068416	092632025
10032	P02672	A	770519	08230000	ELECTRICAL SYSTEM STARTER 75 000407 CHEVROLET TRUCK DV CLAIMS WOULD NOT ENGAGE WITH FLYWHEEL - VERY SLIGHT WEAR ON TEETH (#5)	5700 PICK UP MODELS	28	C	006298	084713018
10010	P02564	A	770404	08230000	ELECTRICAL SYSTEM STARTER 68 000407 CHEVROLET TRUCK DV GEAR SPINS NOT ENGAGING ENGINE- SPLINE TIPS WORN	5701 C10	28	C	041135	054911007
50041	P02421	A	770223	08231000	ELECTRICAL SYSTEM STARTER MOTOR 71 000301 FORD DIVISION SPLINES AND GEARS OF DRIVE IN GOOD CONDITION HOWEVER WEIGHTED PORTION IS CRACKED	0000 FORD DIVISION	44	C	038900	017754007
	P82179	A	761229	08231000	ELECTRICAL SYSTEM STARTER MOTOR 75 200031 INTERNATIONAL TRCK STARTER DRIVE GEAR BROKE-OFF. 2ND VEHICLE TO HAVE THIS HAPPEN.	0206 1800	03	D	025000	027101002
50030	P02179	A	761229	08231000	ELECTRICAL SYSTEM STARTER MOTOR 75 200031 INTERNATIONAL TRCK GEAR WHICH ENGAGES FLYWHEEL COMPLETELY BROKEN OFF AT STARTER DRIVE BODY. SHOP CLMS REPLACED FLYWHEEL. 2ND TIME DRIVE HAS BROKEN	0206 1800	03	D	006000	027101002
20001	P02740	A	770617	08232000	ELECTRICAL SYSTEM STARTER SOLENOID 74 000403 CHEVROLET SHOP CLAIMS CAR WOULD OFTEN QUIT UNDER 20MPH WOULD RESTART W/ NO PROB SOLENOID UNIT HAS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION	0206 CHEVELLE MALIBU	14	C	019000	024017016

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50011	P02010	A	761103	08233000	ELECTRICAL SYSTEM STARTER RELAY 69 000204 DODGE TRUCK DIV INTERNAL ELECTRICAL SHORT. STARTER RELAY OCCASIONALLY INOPERATIVE	5302 B100	14	C	068901	054911007
	P82188	A	761219	08240000	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-CTHER PART 75 000401 BUICK ALT. BELT BROKE, CAUSED ENGINE MISS-FIRE FROM LOW VOLTAGE, OVERHEATED CONVERTER, PADDING UNDER R/F SEAT CAUGHT FIRE. AMMETER-NO ALT. LIGHT	0200 SKYHAWK	03	A	008000	063123002
10007	P02494	A	770407	08240000	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-CTHER PART 72 000203 PLYMOUTH ACTION OF SEALED FRONT ALTERNATOR BEARING IS ROUGH- WOULD HEAT UP CAUSING TO BURN- #5203NSL	0402 FURY II	41	C	071000	061230065
50036	P01979	A	761005	08430000	ELECTRICAL SYSTEM-RECEPTICLE,FUSE 74 000407 CHEVROLET TRUCK DV SEVERAL WIRES OF MAIN HARNESS MELTED FROM SHORT. THERE IS A COPPER SLUG IN FUSE PANEL. LEADS TO T/S SWITH AMONG BURNT WITRES.	5702 C20	05	C	064449	098126073
50041	P02428	A	770317	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 73 000302 LINCOLN ENGINE WOULD START PREMATURELY-SWITCH IS NORMAL IN EXTERNAL APPEARANCE SUSPECT INTERNAL SHORT-ID:DIAB-11572-AA	0102 CONTINENTAL	14	D	031150	063301003
50038	P02304	A	770131	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 73 000301 FORD DIVISION #12 TERMINAL IS LOOSE. SMALL PORTION OF BLACK PLASTIC HOUSING IS BROKEN,AND SMALL PORTION OF METAL HOUSING IS BROKEN.PART ID#D3AB-11572-A1A	0300 LTD	28	C	065000	092632025
10010	P02555	A	770401	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 74 000403 CHEVROLET CLAIMS IGNITION SWITCH ACTION HARD-SLOW TO MAKE CONTACT-#0096ZD3G2	0312 IMPALA	44	C	022952	092632025
50025	P02137	A	761123	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 72 000303 MERCURY CORRODED YELLOW IGNITION SWITCH WIRE HEAT UP & ARCS TO KILL ENGINE	0408 MARQUIS STA WAGON	14	C	060132	051106004
10026	P02611	A	770429	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 74 000403 CHEVROLET SWITCH FELL OUT COLUMN AFTER CAR FAILED TO START - RELAY ROD IS BROKEN & SWITCH ACTION IS ROUGH	0800 MONTE CARLO	28	C	051040	084713018

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40001	P01865	A	760909	08510000		ELECTRICAL SYSTEM-IGNITION-SWITCH		28	C	068079	051106004
					71	000301 FORD DIVISION	1100 FORD UNKNOWN				
						SWITCH IS INTACT, TWO WIRE TERMINALS ARE CORRODED. CAR WOULD QUIT ON ROAD, THEN WOULD START & DIE.				
30015	P01778	A	760812	08520000		ELEC.SYS.IGNITION-SWITCH,NEUTRAL START		28	C	000000	054130001
					73	000403 CHEVROLET	0000 CHEVROLET				
						SWITCH WOULDNT LET ENG.START-SUSPECT POOR INTERNAL CONTACT.					
50040	P02379	A	770223	08520000		ELEC.SYS.IGNITION-SWITCH,NEUTRAL START		28	C	060000	001230005
					73	000203 PLYMOUTH	0100 BARRACUDA				
						NO VISIBLE EXTERNAL DEFECT SUSPECT INTERNAL SHORT-ID 2926495 0293					
50006	P01966	A	761004	08520000		ELEC.SYS.IGNITION-SWITCH,NEUTRAL START		28	C	060856	094110116
					72	160601 TOYOTA DIVISION	0300 TOYOTA CORONA				
						INTERNAL SHORT - VEHICLE WOULD NOT START. CONTACTS ARE WORN.					
10016	P02710	A	770531	08520000		ELEC.SYS.IGNITION-SWITCH,NEUTRAL START		28	C	081617	098126073
					73	000406 GMC TRUCK DIV	5400 VANDURA SERIES				
						DELCO REMY: VEHICLE WOULD START IN GEAR - SUSPECT INTERNAL SHORT					
DOT1	P01912	A	760920	08520000		ELEC.SYS.IGNITION-SWITCH,NEUTRAL START		28	C	000063	006856001
					76	000102 JEEP DIV	6000 POSTAL TRUCKS				
						CAR WOULD START IN GEAR. SUSPECT SHORT IN SWITCH.					
10007	P02493	A	770407	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	000000	001230005
					00	000000 UNKNOWN	0000 UNKNOWN				
						TERMINAL ENDS NOT CORRODED-WIRES NOT AS PLIABLE AS NEW- SUSPECT POOR RESISTANCE-#BELDON					
20015	P01637	A	760701	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		00	C	049589	001230005
					71	000403 CHEVROLET	0100 CAMARO				
						SHOP CLAIMS WIRES CAUSED ROUGH RUNNING ENGINE. WIRES ARE PLIABLE; NOT CORRODED AT ENDS.					
50039	P02381	A	770223	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	060000	001230005
					73	000203 PLYMOUTH	0100 BARRACUDA				
						ONE DISTRIBUTOR TERMINAL CONTACT BROKEN AND CORRODED, ALL OTHERS ARE OK-SHOP SAYS VEHICLE SKIPS, HARD START 1POOR MILEAGE					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50015	P02048	A	761022	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	023828	001230005
					73	000402 CADILLAC	0101 CADILLAC DE VILLE				
						LEATHERE SET IS BRITTLE, CONTACTS APPEAR GOOD. POOR PERF. IN DAMP					
50005	P01973	B	761005	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		28	C	000999	098126073
					67	000301 FORD DIVISION	0200 FALCON				
						PORTIONS OF BURNT PRIMARY WIER-SENT IN SITH DAMAGED REGULATOR.					
50037	P02294	A	770126	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	D	091000	001230005
					69	000201 CHRYSLER DIV	0200 300				
						WIRES ARE NOT BRITTLE. NO VISIBLE DEFECT APPEARANCE. SUSPECT VOLTAGE LEAK. POOR WET WEATHER PERFORMANCE					
50037	P02293	A	770126	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	049000	001230005
					73	000202 DODGE	0200 CHARGER				
						WIRES ARE NOT BRITTLE.OIL COVERING ON SOME WIRES. SOME WIRES SHOW SUBJECTION TO HEAT. WIRE ENDS ARE IN GOOD CONDITION					
10011	P02560	A	770401	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	042000	001230005
					74	000203 PLYMOUTH	0400 FURY				
						SILICON WIRE SET-ELECTRONIC SUPPRESSION-CLAIMS POOR PERFORMANCE WET					
50027	P02163	A	761213	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	060000	001230005
					71	000203 PLYMOUTH	0403 FURY III				
						SILICON CORE SUPPRESSION WIRE GIVES POOR PERFORMANCE IN WET WEATHER TERMINALS ARE IN GOOD CONDITION-SUSPECT VOLTAGE LEAKAGE THROUGH WIRE					
50014	P02036	A	761027	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	058000	001230005
					72	000201 CHRYSLER DIV	0500 NEWPORT				
						WIRES ARE PLIABLE. END CONTACTS APPEAR GOOD. SHOP CLAIMS WILL NOT STRT WHEN WET, SKIPS WHEN RUNNING. ADDL. ID. H 30-71 CM					
40004	P01900	A	760919	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	051455	001230005
					71	000401 BUICK	0700 SKYLARK				
						WIRE SET IS BRITTLE. TERMINALS ARE CLEAN. SUSPECT WIRES BECAME CONTAMINATED W/ MOISTURE. SHOP CLMS CAR SHIPS/STALLS/HARD TO START WHEN WET					
30025	P01683	A	760719	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		44	C	027776	001230005
					75	000404 OLDSMOBILE	0800 OMEGA				
						NO VISABLE DEFECTS IN IGN. WIRE SET, SUSPECT VOLTAGE LEAK. CABLE IS HIGH TEMP. TYPE USED W/ E-TRONIC IGN. CALBE HAE BEEN SPRAYED W/ PLASTC					

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10010	P02556	A	770401	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.		05	C	021000	092632025
					74 000305 FORD TRUCK DIV	5701 F500				
					WIRES ON HARNESS FOR 2 SPEED REAR ARE BURNED- CLAIMS CAUSED BY SHORT IN SWITCH POINTS					
20001	P02739	A	770617	08540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT		28	C	022984	012205080
					76 110206 MG DIVISION	0101 MGB				
					NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT SOMETIMES WILL RESTART WHEN COOL ADD'L ID 0676; 54419247 (LUCAS)					
20001	P02737	A	770617	08540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT		28	C	028534	012205080
					75 110202 TRIUMPH DIVISION	0102 TR-7				
					UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION ADD'L ID- 5-10-GR;5441 92 47 (LUCAS)					
20001	P02738	A	770617	08540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT		28	C	026000	012205080
					75 110206 MG DIVISION	0103 MG MIDGET				
					NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS ADD'L ID -GR 5442655, 544192 47 (LUCAS)					
50031	P02479	A	770331	08540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT		28	C	036027	046112007
					76 000301 FORD DIVISION	0504 MUSTANG II				
					UNIT FAILS WHEN HOT, INTERNAL DEFECT. ADD'L ID A2A					
	P82438	A	770307	08550000	ELEC.SYS.IGNITION-OTHER PART		53	C	000000	053405004
					72 000405 PONTIAC	0000 PONTIAC				
					INFORMATION SHAFT WAS DISTORTED AND BINDING-TOWED CAR&NO PART					
30007	P01855	A	760904	08550000	ELEC.SYS.IGNITION-OTHER PART		44	C	021919	017754007
					74 160401 DATSUN DIVISION	0100 DATSUN 710				
					BUILD-UP ON CONTACT POINTS BUILD-UP ON CONTACT SURFACE AT BASE OF POINT SET. SHOP CLMS BLD-UP IS CAUSED BY HIGH CHARGE RATE OR POOR METL					
20015	P01634	B	760701	08550000	ELEC.SYS.IGNITION-OTHER PART		00	C	002000	012205085
					69 000402 CADILLAC	0101 CADILLAC DE VILLE				
					NO PARTS SEE LETTER. PREVIOUS SET OF PLUGS LASTED ONLY 2000 MI.					
20015	P01634	A	760701	08550000	ELEC.SYS.IGNITION-OTHER PART		00	C	002562	012205085
					69 000402 CADILLAC	0101 CADILLAC DE VILLE				
					SPARK PLUGS CAUSED CAR TO MISS & BACKFIRE. NO DEPOSIT BUILD UP, CONE IS GRAVISH, ELECTRODE IS CLEAN. GAP APPROX. .020 TO .035 IN.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02717	B	770602	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	052000	001230005
					73	000202 DODGE	0200 CHARGER				
						SHOP CLAIMS CAR WILL NOT START BALLAST RESISTOR MAY HAVE SHORT					
10017	P02717	C	770602	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	052000	001230005
					73	000202 DODGE	0200 CHARGER				
						SHOP CLAIMS CAR WOULD NOT START SUSPECT ELECTRICAL SHORT					
	P81744	A	760730	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	000000	013901005
					74	000101 AMERICAN MOTORS DV	0300 PACER				
						DISTRIBUTOR CAP BLOWS OFF. DEALER UNABLE TO REPAIR. NO PARTS AVAILABLE					
50039	P02343	A	770207	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	072486	054911007
					66	000403 CHEVROLET	0312 IMPALA				
						DIAPHRAGM IS NOT INTACT-ALLOWS FOR NO VACUUM ADVANCE IN DISTRIBUTOR-					
						POOR PERFORMANCE					
30026	P01680	B	760712	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	039500	001230005
					69	000203 PLYMOUTH	0500 SATELLITE				
						DIST, ROTOR END CONTACT EXESS. WORN AT ANGLE. SHOP SUSPECT CAP/ROTOR					
						CAUSE OF ENGINE SKIP & NOT STARTING WHEN WET					
30026	P01680	A	760712	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	039500	001230005
					69	000203 PLYMOUTH	0500 SATELLITE				
						NO CRACKS IN DIST. CAP. CONTACTS WORN, POSS. CHAFING FROM ROTOR. SUSP-					
						CAP NOT SECURE OR EXCESS. DIST. SHAFT PLAY CAUSED MISS & NO START					
30004	P01839	A	760828	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	028713	017754007
					73	000202 DODGE	0503 DART SWINGER				
						RESISTOR IS CRACKED PROBABLY DURING SHIPMENT. RESISTOR FILAMENT APPEAR					
						WEAK AT ONE SPOT. PROBABLY BURNED OUT.					
30007	P01850	A	760904	08550000		ELEC.SYS.IGNITION-OTHER PART		44		033573	017754007
					61	000203 PLYMOUTH	0600 VALIANT				
						SHOP CLAIMS POOR CURRENT FLOW. PORCELAIN AT RESISTOR COIL CRACKED					
30026	P01681	A	760719	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	050228	001230005
					71	000401 BUICK	0700 SKYLARK				
						DIST. CAP CTR. CONTACT EXCESS. WORN. CYL. CONTACTS SHOW LESS WEAR. &					
						WHITE DEPOSITS. CAP SHOWS NO CRACKS OR OTHER HOUSING DEFECTS					

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30026	P01681	B	760719	08550000	ELEC.SYS.IGNITION-OTHER PART 71 000401 BUICK ROTOR GAVE POOR PERF. CENTER & OUTER CONTACTS SHOW WEAR. POOR ELECTRIC CONDUCTION	0700 SKYLARK	44	C	050228	001230005
30004	P01838	A	760828	08550000	ELEC.SYS.IGNITION-OTHER PART 72 000403 CHEVROLET CAP IS CRACKED AND BROKEN-POSSIBLY DURING SHIPMENT.CENTER COIL LEAD BURNT. INSIDE OF CAP PLUG LEAD ELECTRODE CONTAINS WHITE DEPOSITS.	1200 CHEVROLET UNKNOWN	44	C	050835	017754007
50041	P02406	A	770307	08550000	ELEC.SYS.IGNITION-OTHER PART 76 000407 CHEVROLET TRUCK DV COIL FAILED DUE TO MOISTURE-NO VISIBLE DAMAGE-4WD	5000 CHEV TRK AND VAN	28	C	023670	097266002
20015	P01626	A	760701	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000305 FORD TRUCK DIV 4 PLUGS ARE ARF-52 & 4 ARE ARF-42. ALL ARE IN SIMILAR CONDITION. BUILD UP OF WHITE DEPOSIT ON ELECTRODE & CONE. SLIGHT WEAR ON ELECTRODE.	5205 E150 ECON	44	C	007830	033604002
50030	P02177	A	761214	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000406 GMC TRUCK DIV SPARK GROUNDS THRU CENTER OF PLASTIC ROTOR BODY. CYL. CONTACT ON ROTOR IS WORN. ADD'L ID - 945D1 E	5400 VANDURA SERIES	44	C	056875	097266002
	P81634	A	760701	08550000	ELEC.SYS.IGNITION-OTHER PART 00 000407 CHEVROLET TRUCK DV OWNER STATES AC SPARK PLUGS GIVE UNSATISFACTORY PERFORMANCE & WILL NOT LAST IN CHEVY TRUCK. NO PARTS - NO OTHER INFO.	5700 PICK UP MODELS	00	C	000000	012205085
10007	P02488	A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS 67 000401 BUICK CLAIMS NO REAR SIGNALS- SWITCH IS INTACT, NO BARE WIRES OR MELTED PORTIONS- SUSPECT POSSIBLE POOR CONTACT	0000 BUICK	28	D	000000	099206096
10007	P02487	A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS 71 000301 FORD DIVISION CLAIMS NO SIGNAL- SWITCH INTACT, NO BARE WIRES OR BURNED SECTIONS- SUSPECT POSSIBLE POOR CONTACT- DIAA 13B302-AB SXB TC	0800 TORINO	28	D	069145	099206096
10007	P02486	A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS 70 000305 FORD TRUCK DIV CLAIMS NO BRAKE LIGHTS OR RIGHT REAR SIGNAL- SWITCH INTACT, NO BARE WIRES OR BURNED SECTION-SUSPECT POSSIBLE POOR CONTACT DOTA13341ABED	5100 F SERIES(LIGHT)	28	D	000000	049206096

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02204	A	761217	09101000	SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 70 000301 FORD DIVISION SWITCH RUSTED FROM MOISTURE ON CARPET. SOME CORROSION EVEIDENT. SHOP CLAIMS SWITCH FELL APART.	0300 LTD	28	C	056240	054911007
50039	P02356	A	770201	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 73 110202 TRIUMPH DIVISION ACTION OF SWITCH SEAMS IRREGULAR, GIVE LITTLE RESISTANCE WHEN TURNED ON. CONTACTS APPEAR CLEAN & SECURE. PLASTIC NOT MELTED OR BROKEN	0200 GT-6 MARK 3	28	C	046970	097303038
10025	P02578	A	770429	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 69 170101 VOLVO DIVISION INTERMITTENT HEADLIGHT OPERATION - POINT CONTACT SURFACES ARE PITTED - TOP PLATE APPEARS BENT - #B200.825 IWF	0300 145	14	D	087000	087104016
50021	P02100	A	761122	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 70 000301 FORD DIVISION SHOP CLAIMS LIGHTS FLASH ON & OFF. SWITCH IS INTACT, TERMINALS CLEAN. SUSECT POOR CONNECTION AT HARNESS OR SHORT. ID-C AUTOLITE.	0300 LTD	14	C	000000	099206096
50021	P02105	A	761130	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 71 000201 CHRYSLER DIV SWITCH APPEARS INTACT, HARNESS PLUG IS MELTED AT "H" TERMINAL. SHOP CLAIMS SWITCH BURNED & LIGHTS FAILED. SUSP. SHORT.ID-3488167 36033K	0300 NEW YORKER	28	C	062705	023513001
50032	P02211	A	761220	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 71 000201 CHRYSLER DIV CONTACTS COOK GOOD, NO MELTED PORTION ON SWITCH. SHOP CLAIMS SWITCH CUTS LIGHTS OFF. ADD'L ID 3488167	0500 NEWPORT	14	C	000000	023513001
50012	P02024	A	761027	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 68 000401 BUICK LIGHT SWITCH IS BROKEN APART. SHOP CLAIMS NO DASH LIGHTS-SHORT. PROB. POOR CONTACT.	0700 SKYLARK	28	C	097997	054911007
50021	P02099	A	761122	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 70 000305 FORD TRUCK DIV SHOP CLAIMS HEADLIGHTS FLASH ON & OFF. TERMINALS ARE CLEAN, SWITCH INTACT. SUSPECT POOR CONTACT W/ HARNESS OR SHORT. ID-AA MOTORCRAFT	6300 FRD TRK AND VN UNK	14	C	022091	09920[illegible]
40003	P01890	A	760918	09106000	SWCH-BUTTON-RING-BRAKE LIGHTS 72 160601 TOYOTA DIVISION SHORTED/GROUNDED INSIDE SWITCH-CAUSED BRAKE LIGHTS TO STAY ON CLAIMS SHOP	0100 TOYOTA CELICA	28	C	026410	094110116

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BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILLAGE AT FAILURE	SHOP NUMBER
30015	P01776	A	760812	09106000		SWCH-BUTTON-RING-BRAKE LIGHTS		28	C	070000	019802003
						70 000301 FORD DIVISION	0313 GALAXIE 500				
						SWITCH WOULD NOT OPERATE BRAKE LIGHTS-SUSPECT POOR INTERNAL CONTACT					
30025	P01661	A	760712	09106000		SWCH-BUTTON-RING-BRAKE LIGHTS		00	C	338751	099206096
						66 000301 FORD DIVISION	0700 THUNDERBIRD				
						SHOP CLAIMS SWITCH SHORTED INTERALLY. GREEN WIRE DISC. AT TERM. ON SW. SPRING IS OFF-CENTER AGAINST PUSH PLATE. NO WIRES APPEAR BURNT					
10025	P02583	A	770429	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	000000	087104018
						00 000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						SHORT IN SWITCH - TWO LIGHT BLUE WIRES AND AREA OF SWITCH MELTED AT WIRE/SWITCH TERMINALS: #D32A 13B302-AA SXB					
10025	P02584	A	770429	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	000000	087104018
						00 000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						SHORT IN SWITCH - TWO WHITE WIRES AND AREA OF PLASTIC SWITCH MELTED AT WIRE/SWITCH TERMINALS					
10008	P02525	A	770418	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	112035	068510001
						72 000301 FORD DIVISION	0000 FORD DIVISION				
						TURN SIGNAL MAY HAVE OPEN CIRCUIT - PART #AB 5XB TC-APPEARS NORMAL					
50021	P02096	A	761122	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	065415	099206096
						68 000404 OLDSMOBILE	0100 CUTLASS				
						SHOP CLAIMS NO BRAKE LIGHTS. SWITCH IS INTACT, WIRES & CONNECTIONS ARE GOOD. SUSPECT POOR CONTACT OR SHORT.					
20002	P02758	A	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	060000	099206096
						69 000101 AMERICAN MOTORS DV	0100 AMBASSADOR				
						PLASTIC CONTACT PORTION OF SWITCH BROKE SIGNAL LIGHTS STAY ON ADD'L ID DELCO 59D24					
10016	P02695	A	770516	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		44	C	059468	017754007
						70 200031 INTERNATIONAL TRCK	0100 SCOUT SERIES				
						800A- NO VISIBLE DEFECTS - SHOP CLAIMS PROBLEM WITH LEFT REAR TURN SIGNAL ASSEMBLY - SUSPECT ELECTRICAL SHORT					
50007	P02001	A	761104	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		44	C	047268	033308038
						72 000402 CADILLAC	0101 CADILLAC DE VILLE				
						PLASTIC T/S SWITCH IS BROKEN IN SEVERAL PLACES, POSS IN SHIPPING. NO VISABLE SHORTS-POSS.POOR CONTACT OR CONNEC.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02192	A	770103	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000302 LINCOLN	0102 CONTINENTAL	28	C	097630	095401045
					NO RT. REAR T. SIG. OR BRK. LITE. SHOP CLAIMS SHORT IN ORANGE/BLUE LEAD-MELTED AREA AROUND CONTACT W/ SWITCH BODY. ADD'L ID C5AA 13341-G					
50003	P01944	A	760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000302 LINCOLN	0102 CONTINENTAL	28	C	064326	099206096
					NO TURN SIGNALS. PIVOTING SWITCH CONTACT PLATE IS LOOSE, MAKING POOR CONTACT WITH BASE PLATE					
50003	P01945	A	760926	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000302 LINCOLN	0102 CONTINENTAL	28	C	000000	099206096
					SWITCH IS IN GOOD COND. SUSPECT POOR CONNECTION. SHOP CLAIMS NO REAR SIGNALS. ADD'L I.D. 13B302-BC SXC					
30027	P01658	A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000202 DODGE	0200 CHARGER	00	C	037864	099206096
					SHOP CLAIMS BRAKE TERM. MELTED. POSS. HEAT DAMAGE AT CONN. NEAR FLASHR HARNESS PLUG CONN. MISS. NC WIRES BURNT. INSUL. INTACT. POSS.INT. SHRT					
50039	P02423	A	770317	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000302 LINCOLN	0200 MARK IV	28	D	000000	022042097
					LEFT CORNERING LIGHT DID NOT OPERATE-SUSPECT ELECTRICAL SHORT OR POOR CONNECTION IN SWITCH-FORD ID:13B302-AF EXC BP					
50012	P02027	A	761022	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000403 CHEVROLET	0300 CAPRICE	28	C	009005	054911007
					PLASTIC HOUSING BROKEN WHERE TURN SIGNAL LEVER ATTACHES TO UNIT. LEVER FALLS OFF.					
40002	P01885	A	760918	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 000301 FORD DIVISION	0300 LTD	28	C	002201	054911007
					NO DIRECTIONAL LIGHTS IN REAR. ALL CONNECTIONS APPEAR GOOD, SWITCH NOT BROKEN. SUSPECT INTERNAL SHORT OR POOR CONNECTION AT PLUG.					
10027	P02627	A	770506	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000301 FORD DIVISION	0300 LTD	28	C	075020	099206096
					#DOAA 13B302-J SXB TO: CLAIMS NO LEFT REAR SIGNAL OR BRAKE - ONE GREEN WIRE SLIGHTLY MELTED AT TERMINAL					
20001	P02746	A	770616	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000303 MERCURY	0300 COUGAR	73	C	064929	019047001
					SHOP CLAIMS SHORED SET TOO HIGH IN COLUMN LIGHT BLUE WIRE IS BURNED HAS EXPOSED STRANDS ADD'L ID -AB SXB (THIRD SWITCH IN 3 YEARS)					

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30004	P01835	A	760828	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION	0300 LTD	28	C	044068	023513001
					SHOP CLAIMS NO SIGNAL LIGHTS AT REAR & NO BRAKE LITES. ALL CONNECTIONS APPEAR GOOD,SWITCH IS NOT BROKEN. SUSPECT INTERNAL MALFUNCTION					
40001	P01868	A	760909	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION	0300 LTD	28	C	050000	019805002
					SHOP CLAIMS TURN SIGNALS FAILED. SWITCH IS INTACT - CONNECTIONS CLEAN. SUSPECT POOR ELEC. CONNEC. IN SWITCH OR AT PLUG CONNECTION.					
50036	P02280	A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000303 MERCURY	0300 COUGAR	28	C	000000	099206096
					SHOP CLAIMS NO SIGNAL LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION PART ID #D2AA 13B302-AB SXB TC FORD					
50022	P02109	A	761129	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION	0300 LTD	73	C	021571	098126073
					SHOP CLAIMS SHORT IN SWITCH. WIRES & CONNECTIONS ARE GOOD, SWITCH IS INTACT. SUSPECT POOR CONTACT OR SHORT. ADD'L ID 13B302-BD BP					
50028	P02169	A	761216	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION	0300 LTD	28	C	046195	095336001
					T/S SWITCH IS INTACT, NO BURNT OR BASE WIRES. SUSPECT POOR CONTACT AT SLIDE SWITCH OR HARNESS. SHOP CLMS SHORT-INOP. LIGHTS					
20005	P02791	A	770628	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION	0300 LTD	28	C	036201	054130001
					SHOP CLAIMS NO SIGNAL LIGHTS NO BURNED OR EXPOSED WIRES SUSPECT INTERNAL SHORT OR POOR CONNEC ADD'L ID 2-AB SXB TC (FORD)					
50036	P02279	A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION	0300 LTD	28	C	050000	099206096
					SHOP CLAIMS NO SIGNAL LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION. FORD PART ID #D25A 13B-302-AF SXC BP					
30028	P01896	A	760730	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000303 MERCURY	0300 COUGAR	28	C	035134	091105033
					TURN SIGNAL SWITCH HAS NO VISABLE DEFECTS. SUSPECT POOR CONTACT AT CONNECTION OR BETWEEN CONTACT SURFACES. ADD'L ID NO.13B302-BA SXC BP					
10007	P02497	A	770407	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION	0300 LTD	28	D	043332	049509001
					CLAIMS DIDNOT FLASH-SWITCH IS INTACT-HOLE IN INSULATION IN ONE WIRE AT EMERGENCY FLASHER SWITCH-#D3AA 13B302-BA SXC					

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10028	P02638	A	770511	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	038382	023513001
					74	000303 MERCURY	0300 COUGAR				
						CLAIMS NO HAZARD LIGHTS - TERMINAL FOR BLUE WIRE MELTED : D40W13B302AA					
50033	P02240	A	770108	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	091633	023513001
					72	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						SWITCH IS INTACT, CONNEC. GOOD, SUSPECT POOR CONTACT IN SWITCH OR AT PLUG. SHOP CLMS. NO BRAKE LITES. ADD'L ID -AB SXB TC (FORD)					
50036	P02277	A	770120	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206096
					67	000403 CHEVROLET	0312 IMPALA				
						SHOP CLAIMS NO SIGNAL LIGHTS WITH BRAKE LIGHTS ON. ONE WIRE, BLACK WITH WHITE, PARTIALLY STRIPPED OF INSULATION. NO OTHER VISIBLE DEFECTS					
50036	P02276	A	770120	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	062000	099206096
					73	000403 CHEVROLET	0312 IMPALA				
						SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONTACT.					
50016	P02051	A	761022	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	054130001
					71	000301 FORD DIVISION	0313 GALAXIE 500				
						CONTACTS & WIRES APPEAR IN GOOD COND. NO LEFT REAR BRAKE OR SIGNAL LTS SUSPECT POOR CONN. OR SHORT. ADDL. ID.13B302-AC BP					
20002	P02755	B	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	046647	099206096
					71	000301 FORD DIVISION	0313 GALAXIE 500				
						SHOP CLAIMS NO TURN SIGNALS SUSPECT INTERNAL SHORT OR POOR CONNECTION					
30027	P01659	A	760712	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		00	C	079714	099206096
					69	000203 PLYMOUTH	0400 FURY				
						ONE WHITE WIRE IS BROKEN IN TWO, POSS. CAUSE OF NO BRAKE LIGHTS. OTHER WIRES & PLASTIC HOUSING APPEAR INTACT. ADD'L I.D. - 19010 1978					
50002	P01942	A	760928	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	088762	099206096
					71	000203 PLYMOUTH	0400 FURY				
						SWITCH IS IN GOOD COND. SUSPECT POOR CONNECTION. SHOP CLAIMS NO BRAKE LIGHTS.					
50016	P02050	A	761022	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	041584	054130001
					71	000202 DODGE	0400 CORONET				
						WIRES & CONTACTS IN GOOD COND. HAZARD LIGHTS SWITCH IS JAMMED. NO BRAKE LIGHTS.					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30027	P01654	A	760712	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		00	C	038329	099206096
					72	000203 PLYMOUTH	0400 FURY				
						NO VISABLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO RIGHT TURN SIGNAL OR BRAKE LIGHTS					
10027	P02628	A	770506	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	097585	099206096
					70	000203 PLYMOUTH	0403 FURY III				
						CLAIMS NO BRAKE LIGHTS - ONE WHITE WIRE SLIGHTLY MELTED AT TERMINAL					
50021	P02097	A	761122	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	096742	099206096
					67	000402 CADILLAC	0500 CADILLAC UNKNOWN				
						SHOP CLAIMS NO BRAKE LIGHTS. SWITCH IS INTACT, WIRES & CONNECTIONS ARE GOOD. SUSPECT POOR CONTACT OR SHORT. ADD'L ID 00C66					
50021	P02095	A	761122	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	023019	099206096
					70	000203 PLYMOUTH	0500 SATELLITE				
						SHOP CLAIMS NO BRAKE LIGHTS. SWITCH INTACT, WIRES & CONNECTIONS GOOD. SUSPECT POOR CONTACT OR SHORT.					
10027	P02626	A	770506	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	032376	099206096
					71	000203 PLYMOUTH	0500 SATELLITE				
						CLAIMS NO BRAKE LIGHTS - ONE WHITE WIRE SLIGHTLY MELTED AT TERMINAL					
	P02750	A	770617	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	050969	023513001
					71	000301 FORD DIVISION	0500 MUSTANG				
						SHOP CLAIMS LOOSE CONNECTIONS SIGNAL LIGHTS DID NOT WORK ONE WIRE HAS STRANDS EXPOSED POSSIBLY DURING REMOVAL					
50016	P02059	A	761020	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		14	C	049150	023513001
					72	000303 MERCURY	0500 MONTEGO				
						ALL CONNECTIONS APPEAR GOOD, WIRES LOOK GOOD. SUSPECT POOR CONTACT. TURN SIGNALS WORKED INTERMITENTLY. ADD'L I.D. 13B302-CE SXBTL					
50002	P01941	A	760928	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	095462	099206096
					72	000303 MERCURY	0505 MONTEGO MX				
						SWITCH IS IN GOOD COND. SUSPECT POOR CONNEC. SHOP CLAIMS NO SIGNALS					
50033	P02239	A	770108	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	023513001
					65	000203 PLYMOUTH	0600 VALIANT				
						SWITCH INDICATES EXCESS. HEAT BUILD-UP, PLASTIC BUBBLED AT ONE POINT, INSUL. MELTED FROM BROWN WIRE. SHOP CLMS. NO STOP LTS OR R/R SIGNAL					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20002	P02756	A	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000202 DODGE SHOP CLAIMS NO TURN SIGS FLASHERS OR BRAKE LIGHTS SUSPECT SHORT	0600 MONACO	28	C	073704	099206096
50003	P01946	A	760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 000405 PONTIAC NO BRAKE LIGHTS. INSULATION ON WHITE & GREEN WIRES IS PARTIALLY MELTED OVER-HEATED CONDITION, ELECTRICAL SHORT.	0609 TEMPEST/LEMANS	28	C	064644	099206096
30027	P01660	A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000202 DODGE NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO LEFT TURN SIGNAL & NO BRAKE LIGHTS. ADD'L I.D. - 19010 0919	0610 MONACO POLARA	00	C	140000	099206096
50003	P01943	A	760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000301 FORD DIVISION NO TURN SIGNALS OR BRAKE LIGHTS. SWITCH IS IN GOOD COND. SUSPECT POOR CONTACT	0700 THUNDERBIRD	28	C	000000	099206096
50036	P02278	A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000301 FORD DIVISION SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION. FOMOCO PART ID #C95A 1313302-U	0700 THUNDERBIRD	28	C	063387	099206096
10025	P02582	A	770429	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION INTERMITTENT OPERATION, NO BURNED WIRES OR PLASTIC, SUSPECT POOR CNTCT	0700 THUNDERBIRD	14	D	051316	087104018
50002	P01940	A	760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000301 FORD DIVISION NO TURN SIGNALS. SUSPECT POOR CONNECTION. WIRE EXPOSED IN YELLOW LEAD TO HORN. ADD'L I.D. BB302-AF SXC	0700 THUNDERBIRD	28	C	052193	099206096
50023	P02114	A	761130	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 75 000101 AMERICAN MOTORS IV TURN SIGNAL LEVER BROKE AT STEER. COLUMN. LEVER INCLUDES SPEED CONTROL SWITCH. T/S CAM IS OK - 2ND ONE SHOP HAS FIXED.	0700 MATADOR	03	C	011097	053140005
30027	P01656	A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000301 FORD DIVISION NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO LEFT TURN SIGNAL OR BRAKE LIGHTS. ADDL I.D. MARKS -C SXB TC	0800 TORINO	00	C	079463	099206096

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30027	P01657	A	760712	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		00	C	057420	099206096
					72	000303 MERCURY	0800 MERCURY UNKNOWN				
						PLASTIC BASE OF SWITCH IS CRACKED. ONE RETURN EAR ON CONTACT PLATE IS BROKEN OFF. SUSPECT ADD'L PROBLEM INT. SHORT OR POOR CONN. NO TURN SIG					
50002	P01938	A	760928	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	081437	099206096
					64	000301 FORD DIVISION	1100 FORD UNKNOWN				
						SWITCH IS IN GOOD COND. SUSPECT POOR CONNEC. SHOP CLAIMS NO BRAKE LIGHTS. ADD'L I.D. C5AA 13341-G9				
50021	P02098	A	761122	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206096
					71	000301 FORD DIVISION	1100 FORD UNKNOWN				
						SHOP CLAIMS NO SIGNALS. SWITCH IS INTACT, WIRES & CONNECTIONS GOOD. SUSPECT POOR CONTACT OR SHORT. ID-AC SXB (FORD)				
10028	P02641	A	770511	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	032336	049509001
					71	000301 FORD DIVISION	1100 FORD UNKNOWN				
						DIAA 3B302-AC SXB TC: CLAIMS NO TURN SIGNALS - SUSPECT SHORT OR POOR ELECTRICAL CONTACT					
30027	P01655	A	760712	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		00	C	000000	099206096
					69	000305 FORD TRUCK DIV	5000 FRD TRUCK AND VAN				
						NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO BRAKE LTS OR TURN SIGNALS AT TIMES.					
50036	P02275	A	770120	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206096
					65	000204 DODGE TRUCK DIV	5100 D&W SERIES-PICK UP				
						SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONTACT. BODY OF SWITCH IS METAL.					
20002	P02757	A	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		14	C	000000	099206096
					67	000204 DODGE TRUCK DIV	5100 D&W SERIES-PICK UP				
						SHOP CLAIMS NO BRAKE LIGHTS OR RT RR SIGNAL AT TIMES SUSPECT ELEC SHORT OR POOR CONNEC					
50021	P02104	A	761130	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	080471	025513001
					69	000305 FORD TRUCK DIV	5111 F250				
						SHOP CLAIMS NO LFT. REAR SIGNAL OR FLASHER. CONNECTIONS & WIRES GOOD SUSPECT SHORT OR POOR CONTACT. ADD'L ID C9TA 13341-A BPE				
50002	P01939	A	760928	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		73	C	070256	099206096
					69	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						INSULATION ON WHITE W RED LEAD FROM SWITCH CHAFFED, EXPOSING WIRE. WIRE SHORTED ON COLUMN. ADD'L I.D. C8UA 13B302-B BPE				

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10028	P02642	A	770511	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	D	000000	049509001
						74 000204 DODGE TRUCK DIV	5300 B SERIES				
						*-SXA TC: GRAY LOAD SLIGHTLY MELTED AT TERMINAL					
50026	P02153	A	761201	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		03	D	055260	068510002
						65 000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS				
						PLASTIC HOUSING IS CRACKED AT THREADED HOLE WHERE LEVER MOUNTS					
50040	P02388	A	770223	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	013734	091720015
						76 000305 FORD TRUCK DIV	5701 F500				
						ID:D2TA 13B302-AA BPP HSX-CONTACTS LOOK GOOD-SHOP CLAIMS SHORT IN SWCH					
10025	P02580	A	770429	09116000		SWCH-BUTTON-RING-OTHER PART LIGHTING SYSTM		28	D	000000	087104018
						00 000000 UNKNOWN	0000 UNKNOWN				
						SUSPECT INTERNAL SHORT: SIGNAL STAT					
10025	P02581	A	770429	09116000		SWCH-BUTTON-RING-OTHER PART LIGHTING SYSTM		28	D	000000	087104018
						00 000000 UNKNOWN	0000 UNKNOWN				
						SUSPECT INTERNAL SHORT					
30007	P01852	A	760904	09205000		LAMP OR SOCKET-TAIL LIGHTS		28	C	017795	017754007
						70 000403 CHEVROLET	0000 CHEVROLET				
						ELECTRICAL CONNECTION IS CORRODED IN SOCKET					
10027	P02627	B	770506	09510000		COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING		14	D	075020	099206096
						70 000301 FORD DIVISION	0300 LTD				
						DOAA-INSULATION MELTED ALONG COPPER CONTACTS - HORN KEPT BLOWING					
20002	P02755	A	770620	09510000		COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING		28	C	046647	099206096
						71 000301 FORD DIVISION	0313 GALAXIE 500				
						STEERING BAR TYPE SWITCH PORTION OF CONTACT HAS INSULATOR MELTED					
						HORN KEPT HONKING ADD'L ID -2 BW					
20002	P02754	A	770620	09510000		COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING		28	C	096492	099206096
						71 000203 PLYMOUTH	0503 SATELLITE RD RNNR				
						STEERING ARM TYPE SWITCH PORTION OF CONTACT HAS MELTED INSULATOR-					
						SHORTED HORN KEPT HONKING					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40003	P01893	B	760919	09530000	COMMUNICATIONS-HORN ASSEMBLY-HORN		28	C	064845	012208084
					72 000203 PLYMOUTH	0500 SATELLITE				
					SHOP CLAIMS HORN WILL NOT BLOW. ONE ELECTRICAL CONNEC. TO HORN. POSS. INTERNAL SHORT OR FAULT ELSEWHERE I.E. POOR GROUND RELAY OR SWITCH					
40003	P01893	A	760919	09530000	COMMUNICATIONS-HORN ASSEMBLY-HORN		28	C	064845	012208084
					72 000203 PLYMOUTH	0500 SATELLITE				
					SHOP CLAIMS HORN WILL NOT BLOW. POSS. INTERNAL SHORT OR FAULT ELSEWHER IN HORN SYSTEM.					
	P91987	A	760903	10110000	VISUAL SYSTEMS GLASS-WINDSHIELD		21	C	000000	000000000
					76 400501 HARLEY-DAVIDSON	0203 FLH ELECTRA GLDE				
					WINDSHIELD BROKE-OFF COMPLETELY WHILE DRIVING ON INTERSTATE HWY ON 2 OCCASIONS.					
50011	P02007	A	761103	10312000	VISUAL SYS WINDSHIELD WIPER,MOTOR		44	C	013733	054911007
					74 000301 FORD DIVISION	0800 TORINO				
					CHECK SPRING BROKE - MOTOR ONLY CLEANS 1/8 OF WINDSHIELD SURFACE AREA. ADD'L I.D. -AA					
50040	P02441	A	770316	10312000	VISUAL SYS WINDSHIELD WIPER,MOTOR		03	B	028251	014607007
					75 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
					MOUNTING EAR IS BROKEN (1 OF 3)-METAL IS CAST ALUMINUM ALLOY-MOTOR LOST POSITION & JAMMED WIPER LINKAGE SC STOP-ID:D5UF-17A429-AA					
10032	P02673	A	770520	10312000	VISUAL SYS WINDSHIELD WIPER,MOTOR		73	D	000000	023513001
					74 000204 DODGE TRUCK DIV	5302 B100				
					CLAIMS MOTOR IS SHORTED - TERMINALS ARE CORRODED					
50041	P02415	A	770318	10313000	VISUAL SYS WNDSHLD WPR LNKG.-PIVOT,DRV ASS		21	D	000000	067501001
					00 000303 MERCURY	0100 CAPRI				
					GROOVE WORN IN SOFT LEAD PIVOT HOUSING CUTTING ACROSS SNAP RING SLOT-ALSO WORNSECURED HOUSING TO BODY UNDER COWL					
DOT1	P02002	A	761029	10313000	VISUAL SYS WNDSHLD WPR LNKG.-PIVOT,DRV ASS		21	C	000000	007647129
					71 000303 MERCURY	0100 CAPRI				
					WIPER LINK. SPLINED SPINDLE FLEW-OFF DURING OPER. SUSPECT EXCESS STRES PLACED ON SPINDLE THROUGH DESIGN. SPINDLE ATTACHS ARM TO DRIVEN SHAFT					
50027	P02160	A	761130	11101000	WATER-HEATR,DEFROSTR,DEFOGGR-CONTRL SWITCH		32	D	044920	094110116
					74 000403 CHEVROLET	0312 IMPALA				
					LEAKING HEATER CONTROL VALVE-VACUUM TYPE-CAUSED ENGINE OVERHEATING AND LOSS OF COOLANT					

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02144	A	761201	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTRL SWITCH		32	D	053698	002745010
					73	000405 PONTIAC	0705 CATALINA				
						HEATER CONTROL VALVE LEAKS AT VENT HOLES-SUSPECT DIAPHRAM SPLIT					
50032	P02196	A	761217	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTRL SWITCH		32	D	089176	012603050
					71	000404 OLDSMOBILE	1000 OLDSMOBILE UNKNOWN				
						SHOP CLAIMS LEAK OF COOLANT FROM VALVE SUSPECT VACUUM CONTROL DIAPHRAM IS CRACKED					
50027	P02156	A	761130	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTRL SWITCH		32	D	057836	094110116
					74	000407 CHEVROLET TRUCK DV	5200 EL CAMINO				
						PLASTIC SPHEARICAL TANK FOR HEATER CONTROL SY.-SHOP DOESNT STATE DEFECT-SUSPECT VACUUM LEAKAGE-NO VISIBLE DEFECTS					
	P02629	C	770509	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		32	C	032161	053215010
					75	000402 CADILLAC	0101 CADILLAC DE VILLE				
						SHOP REPLACED HEATER CORE - SUSPECT RUSTED					
50008	P01984	A	761006	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		28	C	055000	001230005
					72	000201 CHRYSLER DIV	0300 NEW YORKER				
						WATER LEAKS EVIDENT AROUND HOSE CONNECTIONS. SHOP CLAIMS CAR OVERHEATS NO HEAT AT HEATER. HOSE PORT PARTIALLY BLOCKED BY DIRT IN COOL. SYS.					
50040	P02435	A	770314	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		32	C	066794	001230005
					73	000202 DODGE	0611 POLARA				
						HEATER CORE SHOWS EVIDENCE OF LEAKAGE IN CORE					
50015	P02049	A	761022	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		44	C	034259	001230005
					75	000404 OLDSMOBILE	0800 OMEGA				
						HEATER CORE LEAKS INTO PASS. COMP. NO HEAT - CAR BOILS OVER-FOGGING & LEAVING A FILM ON INSIDE OF WINDOWS					
30026	P01678	A	760712	11115000		WATER-HTR,DFRSTR,DFGGR-LINES-LNKG,CBL.FUEL		41	C	027422	012603050
					73	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						SOME EXTERNAL CORROSION EVIDENT AT METAL DIAPHRAGM HOUSING SUSPECT DIAPHRAGM RUPTURED.					
30015	P01774	A	760812	11115000		WATER-HTR,DFRSTR,DFGGR-LINES-LNKG,CBL.FUEL		32	C	045126	012603050
					71	000203 PLYMOUTH	0403 FURY III				
						LEAKAGE AT BASE OF VLV.CAUSED CAR TO OVER-HEAT-CRACK IN PLASTIC BODY OF VLV.AT SCREW HOLE WHICH SECURES BODY TO WATER HOSE BLOCK.					

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30012	P01714	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01713	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01715	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01716	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE-PART NO. IS MICROTEMP 139C - THERMAL LIMITER TYPE OF FUSE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01717	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE PART #- MICROTEMP 139C - THERMAL LIMITER TYPE OF FUSE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01712	A	760804	11605000	AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN THERMAL LIMITER	0000 GENERAL MOTORS CO	28	D	000000	051106004
10025	P02595	B	770425	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LC PRS 73 000405 PONTIAC HOSE WAS CUT BY FAILED A/C COMP. CLUTCH. 1 1/4 INCH CUT IN HOSE, THRU TO CENTER. ADD'L ID- 0583 490528	0705 CATALINA	03	C	072626	063301003
10017	P02714	A	770601	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LC PRS 74 000403 CHEVROLET AIR COND HOSE DETERIORATED AT FITTING BY BATTERY ACID	1200 CHEVROLET UNKNOWN	03	D	000000	063111009
20001	P02747	A	770617	11609000	AIR CONDITIONER-COMPRESSOR 71 000402 CADILLAC BEARING SEIZED IN A C CLUTCH CLUTCH FACES SCORED SEIZED CLUTCH BURNED BELTS NO P STEER 2ND FAILURE IN 1 YR NOT OEM REPLCMNT PART	0101 CADILLAC DE VILLE	28	C	073742	022152094

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1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02702	A	770526	11609000	AIR CONDITIONER-COMPRESSOR 71 000203 PLYMOUTH SEAL LEAKAGE AT SHAFT - FRONT OF COMPRESSOR LARGE SEAL SLIGHTLY DISTORTED & DRY	0402 FURY II	32	D	090000	001230005
10010	P02545	A	770414	11609000	AIR CONDITIONER-COMPRESSOR 74 000301 FORD DIVISION SHOP CLAIMS BEARING - PUMP IS NOISY	0504 MUSTANG II	37	C	033381	055401018
30008	P01861	A	760908	11609000	AIR CONDITIONER-COMPRESSOR 69 000405 PONTIAC SHOP CLAIMS END PLAY ON A.C. COMPRESSOR SHAFT MADE CLUTCH SLIP & BURN	0600 LE MANS	57	C	070000	063109037
10025	P02595	A	770425	11609000	AIR CONDITIONER-COMPRESSOR 73 000405 PONTIAC DAMPER SPRING BROKE IN HUB, CLUTCH CAME OUT. SOME WEAR ON CLUTCH FACNG & BEARING SHAFT. SHOP CLMS CLUTCH CUT A/C HOSE.	0705 CATALINA	21	C	072626	063301003
10032	P02666	A	770518	11614000	AIR CONDITIONER-OTHER PART 65 000201 CHRYSLER DIV BEARINGS GONE OUT OF PULLEY - PULLEY SEPARATED FROM BRACKET - NO EXCESSIVE WEAR IN RACE	0000 CHRYSLER DIV	03	D	054964	055406051
30017	P01789	A	760814	11614000	AIR CONDITIONER-OTHER PART 74 000401 BUICK FITTING ON A/C PRESSURE HOSE,MUFFLER LINE,CORRODED BY BATTERY ACID-ID MARKS-EHR-A-3399-0024	0500 LA SABRE	49	D	024682	006120003
30016	P01783	A	760813	12210000	SEAT BELTS-LAP,FRONT 76 000404 OLDSMOBILE BELT BROKE AT TOP RETAINER AFTER CAR HIT HARD IN FRONT.DRIVER WAS WEARING SEAT BELT ID.NO.IS HR59 184 3865R 1-206-2	0101 CUTLASS "S"	03	A	004956	008753126
50031	P02484	A	770415	12430000	INSTR PANEL SPEEDOMETER-ODOMETER 74 160401 DATSUN DIVISION SHOP CLMS. SPEEDO. HEAD IS COCKED FROM PRESSURE OF CABLE. 5-METER IS BENT & DISTORTED, PARTIALLY FROM SHIPMENT.ADD'L ID 20061,AF8700,8100	0300 DATSUN B-210	28	C	029160	089121009
50010	P02037	A	761104	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 71 000202 DODGE REAR CROSSMEMBER IS TORN A T BOTH ENDS, SLIGHT LAYER OF RUST. SHOP CLM BROKE AWAY ON LFT.SIDE, TEAR IS BELOW SHOCK MOUNT. ? TYPE OF SHOCKS	0100 CHALLENGER	03	B	067380	068510002

OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82463	A	770401	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		08	C	040000	090808064
					75 000402 CADILLAC	0101 CADILLAC DE VILLE				
					FRAME CRACKED 3/32" ACROSS-SPLIT BEHIND CENTER ENG. MOUNTAIN REAR OF FRNT WHEEL,OVER HOUSING-1" HOLE CROSSMEMBER- POSSIBLE DESIGN					
	P82285	A	770221	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		11	C	060000	003103002
					00 000202 DODGE	0500 DART				
					SHOP REPORTS FRAMES RUST OUT AT TORSION BAR REAR MOUNT. VEH YRS. 66-70					
	P82355	A	770221	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		11	C	060000	003103002
					00 000203 PLYMOUTH	0600 VALIANT				
					SHOP REPORTS FRAMES RUST OUT AT TORSION BAR REAR MOUNT. VEH. YRS.66-70					
50032	P02198	A	770202	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		03	A	052493	053511008
					71 000301 FORD DIVISION	0801 TORINO WAGON				
					CROSS MEMBER BROKE AT STRUT ROD ANCHOR.ANCHORING BUSHING HOUSING BROKE OUT OF CROSSMEMBER,CROSSMEMBER CRACKED AT ANCHOR HOLE					
	P81988	A	761006	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		08	C	000000	013901005
					68 000401 BUICK	0900 BUICK UNKNOWN				
					FRAME SPLIT IN LEFT REAR WHEEL HOUSING, LOST DRIVE SHAFT					
	P81989	A	761006	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		08	C	000000	013901005
					70 000403 CHEVROLET	1200 CHEVROLET UNKNOWN				
					FRAME SPLIT IN LEFT REAR WHEEL HOUSING, LOST DRIVE SHAFT					
	P82456	A	770311	13140000	STRUCTURE-SHIELDS-PROTECTORS,LINES,TUBING		28	C	008221	002746004
					76 000407 CHEVROLET TRUCK DV	6003 C65				
					GAS 2-AXLE TILT CAB- WELDS ON FIRE WALL BREAKS-CLUTCH & BRAKES					
	P82221	A	761217	13150000	STRUCTURE-FRME,MBRS & BODY-ID,MRKNGS,LABEL		75	C	022577	068510002
					75 000402 CADILLAC	0201 FLEETWOOD 75				
					GVWR PER STICKER IS 8200LBS. LOADED VEH. WEIGHS 7700LBS W/OUT PASSENG SHOP STATES 500LBS IS NOT ENOUGH TOLERANCE. FRONT GAWR = 3500, WT=3480					
	P81748	B	760730	13170000	STRUCTURE-FRME,MBRS & BODY-TRUCK		00	C	050000	017104008
					72 000204 DODGE TRUCK DIV	5100 D&W SERIES-PICK UP				
					PICK-UP BED IS RUSTING OUT.					

PARTS RETURN PROGRAM

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OFFICE OF DEFECTS INVESTIGATION
CUMMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MOD YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81748	A	760730	13170000	STRUCTURE-FRME,MBRS & BODY-TRUCK 72 000204 DODGE TRUCK DIV FRAME IS BREAKING AT STEERING BOX. FRAME WILL REQUIRE REPLACEMENT	5100 D&W SERIES-PICK UP	56	C	050000	01710400
20004	P02775	A	770609	15300000	EQUIPMENT-SPEED CONTROL 77 000404 OLDSMOBILE YELLOW WIRE FROM LEVER PART. MELTED, SHORTED IN COLUMN. KEPT BLOWING FUSES. SHOP BELIEVES INSTALLED WRONG, SHOULD BE IN PROTECTIVE U-CHANNL	0100 CUTLASS	28	C	015000	03280900
30029	P01695	A	760701	15503000	[illegible] CAST AL JACK STAND IS LIGHT WEIGHT NO DEFECTS EVIDENT PART IS SIMILR DO TRLR. LEVELER SHOP CLAIMS WONT SUPPORT 4000 LB CAPACITY AS RATED	0000 UNKNOWN	66	C	000000	08096093
40002	P01880	A	760916	15900000	OTHER EQUIPMENT 00 000000 UNKNOWN SOCKET HAS 3/4" LONG SMALL CRACK AT BOLT HEAD END. DRIVE END HAS NO ROUNDED CORNERS - PROBABLY NOT ABUSED ON IMPACT WRENCH.	0000 UNKNOWN	08	C	000000	01775400

RECORD COUNT = 1408 - END OF REPORT

Section 2

PROGRAM MEMBERSHIP

2.0 General

The successful operation of the Parts Return Program depends upon the voluntary submittal of defective parts and information from approximately 2,000 independent automotive repair garages enrolled in the program. Of the 2,000 program members, 249 have contributed a part or information during this contract period. Of these contributing shops, 157 returned parts during the previous contract year (a 63% repetitive shop rate).

Enlisting a shop in the PRP is relatively easy and requires little effort on the part of the enrollee. Acquiring parts or information from the membership is much more difficult. At the beginning of the contract period, 2,075 shops were enrolled in the PRP. Of this number, approximately 1,100 had been in the program for a year or more and during that time had never contributed a part. Our plan for this contract period was to identify those shops that might conceivably return a part, and remove the "deadwood" from the program, beginning with the oldest shop members. Upon conclusion of this deletion cycle, we would replace the deleted shops with new, hopefully more enthusiastic PRP members.

The ratio of active contributors to the total number of enrollees is expressed as the level of participation. An active shop or participant is a PRP member that has contributed a part or information during the current contract period. Expressions of participation, i.e., level of participation or number of active shops, apply only to activity during the current contract period unless stated otherwise. Thus, the level of activity at the outset of the reporting period was zero. Comparative figures from the previous contract period are not available.

In October 1976, the method of monitoring progress using the current total enrollment versus the number of active shops (level of participation) was changed

significantly. Prior to the change, the number of active shops was equal to the number of contributing participants during the previous contract period, plus the number of new active shops acquired during the current contract period. The figure reflected a period of activity of at least 12 months (the previous contract period), plus any activity during the time elapsed under the current contract. The method was changed to produce a figure reflecting only activity occurring during the current contract. Thus, the effects of the previous year were eliminated from the current level of participation and each contract year starts at "zero." A shop would be considered "first time active" when the first part was received during the current year. The total number of active shops (contributing shops) for this contract year is 249. The level of activity (total enrolled versus total active) is 13.15%.

At the time this method of establishing the level of participation was initiated, the number of active shops was 105 and the level of activity was 6.20%. During the remaining eight months of the contract, an additional 144 shops became active and the level of participation was increased by 6.95%.

In addition to monitoring the number of active contributors, we felt that determining how many of the active shops had sent in parts for the first time would be beneficial in determining the effects of follow-up and enrollment campaigns.

Ninety-two shops sent in their first parts during the current contract period. Fifty-one shops became active as a result of six follow-up campaigns involving a total of 789 shops. Of these 51 participants, 14 shops had never sent in parts prior to the follow-up campaigns.

The national level of participation is monitored to determine the overall program status. To identify potential problem areas and to help ensure a relatively even distribution of enrollees a more detailed examination is necessary. Toward this end, we have identified ten PRP Regions based on the first character of the

zip code for each PRP shop.[1] Figure 2-1 depicts the ten regions, and for each region, the number of active participants, the number of shops enrolled, and the level of participation as of June 30, 1977. These figures are one measure of program success from the standpoint of shop participation. Figure 2-2 details the monthly activity of participating shops by area. Figure 2-3 shows the monthly total of enrollees by area.

2.1 New Shop Enrollment

We look upon new shop enrollment as an ongoing process necessary to bring potential contributors into the PRP and as one method of increasing the overall level of activity. Shops that are least likely to contribute are removed from the PRP and are replaced with new shops on a continual basis. A total of 746 shops were enrolled during the contract period. Of these, 9.4% (28) have become active as of June 30, 1977.

2.1.1 Enlistments-Methodology

Historically, enlistments have been conducted by a PRP regional representative by telephone. Potential shops are located using local telephone directories and are then called to determine their willingness to participate. Each regional representative is sent a separate list of existing active and inactive PRP enrollees in his region. This procedure eliminates the possibility of contacting a shop already enrolled in the program. In most cases, the regional representative is instructed to telephone shops on the inactive list as a follow-up procedure.

For new shops, the regional representative describes briefly the operation of the program and what is required of the participants. If the shop agrees to participate, the representative then completes the shop questionnaire and returns it to KSI's Arlington office. Using this approach, 121 shops were enlisted in the PRP, 56 in November 1976, and 65 in April 1977. Five of these new enlistments became active during the contract period.

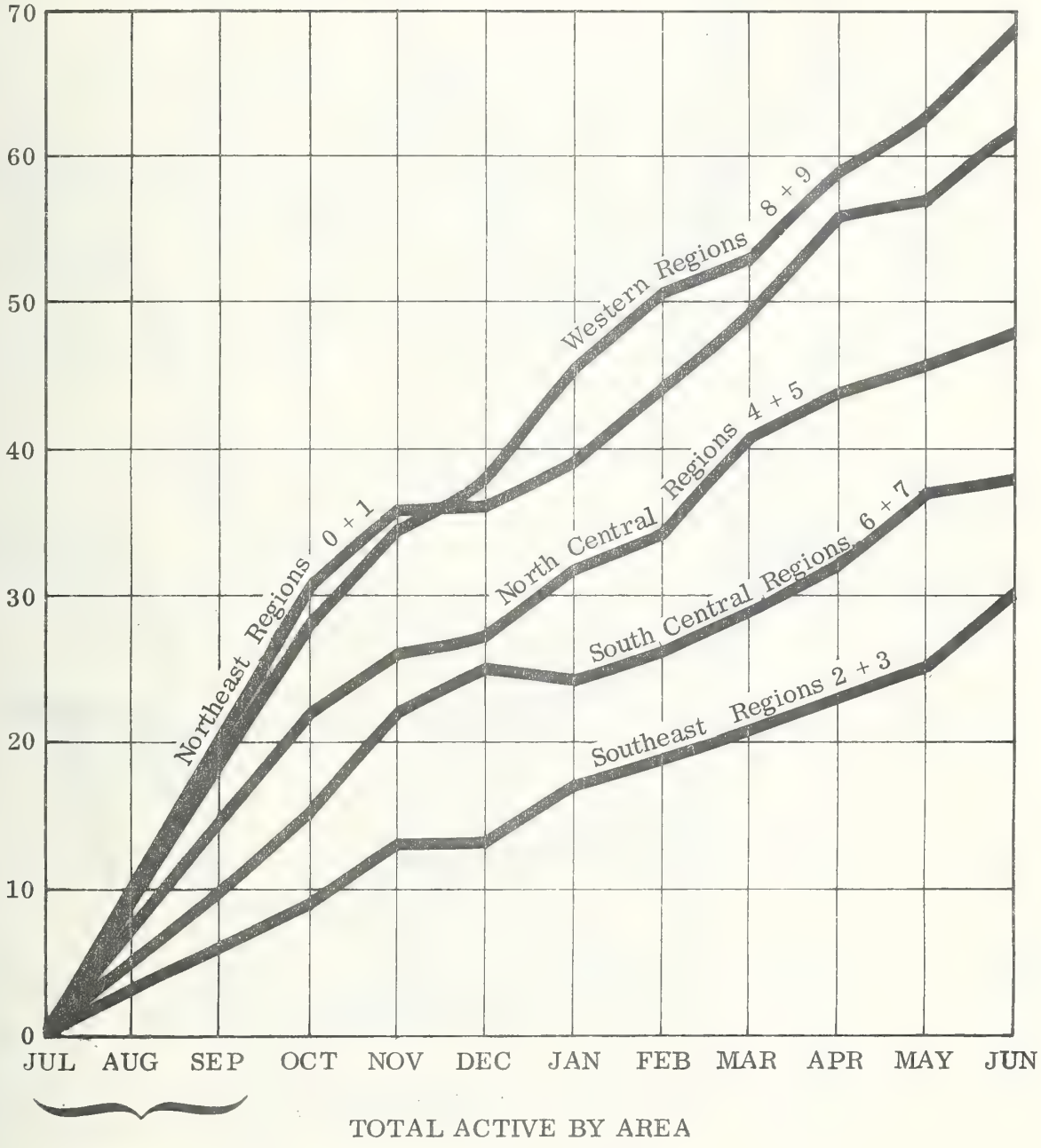
[1] The exception is the state of New Jersey, which is part of Region 1, but has zip code Region 0.

Figure 2-1

TOTALS BY REGION

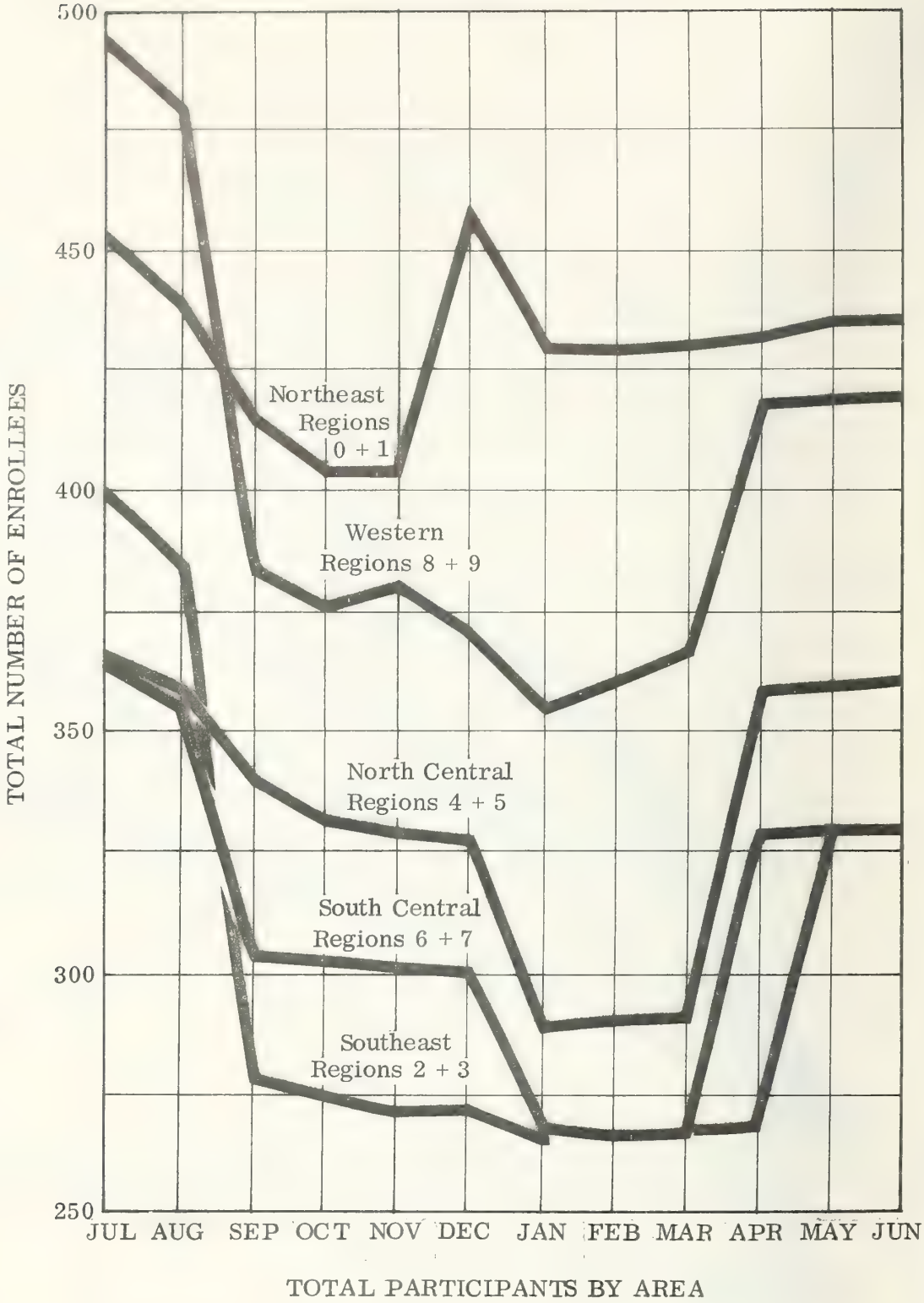
	Total Enrolled	Total Active	Total Percent
Total for Region 0	163	21	12.88
Total for Region 1	274	41	14.96
Total for Region 2	204	17	8.33
Total for Region 3	126	13	10.31
Total for Region 4	171	20	11.69
Total for Region 5	190	28	14.73
Total for Region 6	198	21	10.60
Total for Region 7	132	17	12.87
Total for Region 8	242	23	9.50
Total for Region 9	178	46	25.84
Total for All Regions	1,878	247	13.15

Figure 2-2



Regional Totals
Not Available

Figure 2-3


500
450
400
350
300
250
TOTAL NUMBER OF ENROLLEES
Northeast Regions 0 + 1
Western Regions 8 + 9
North Central Regions 4 + 5
South Central Regions 6 + 7
Southeast Regions 2 + 3
JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN
TOTAL PARTICIPANTS BY AREA

To enlist new members into the PRP from geographic areas not conveniently situated in close proximity to our regional representatives, we utilized the services provided by a subcontractor. The subcontractor we selected was EQUIFAX, who could potentially provide some 5,000 full-time field representatives in over 1,000 locations throughout the country.

Initially, EQUIFAX completed 200 telephone contacts; 100 in Phoenix, AZ, and 100 in Chicago, IL. Fifty-one shops in Arizona and 62 shops in Illinois were enlisted into the PRP. This is an average of 56% enlistments. When these campaigns were completed, EQUIFAX made an additional 100 contacts in Atlanta, GA, resulting in 63 shop enlistments into the PRP. EQUIFAX's rate of enlistment (60%) is comparable to campaigns conducted by KSI representatives this year and in our previous contract year. Three shops enrolled by EQUIFAX have become active during the remaining four months of the contract period.

Another approach used to acquire enlistments in areas not covered by regional representatives was to invite shops to participate by direct mail solicitations. Potential shops were identified using local yellow pages, and these were sent introductory letters, a copy of the NHTSA press release regarding the PRP, and a pre-paid postcard to indicate their interest in participating in the program.

Table 2-1 details the cities covered and the responses received through the "Direct Mail" approach.

Table 2-1

City	Total Sent	Positive Received	Returned Undeliverable	Negative Received	Total Responses Received
New Orleans, LA	48	3	7	0	10
Minneapolis, MN	40	4	4	0	8
Mobile, AL	29	1	5	0	6
Birmingham, AL	29	0	2	1	3
Atlanta, GA	39	0	8	1	9
Las Vegas, NV	39	2	6	0	8
TOTAL	224	10	32	2	44

Of a total of 224 direct mailings in six cities, the PRP has enrolled ten shops, received 32 pieces of returned mail, and has been sent one negative letter and one reference. The positive response rate is 5%. However, four shops have become active out of the ten enrolled. This 40% level of participation looks very good and we will be investigating this approach further.

One other method of enlisting new shops using this "blind" approach was used with some success. Several automotive related organizations were contacted by KSI with the hope that articles in association newsletters could be published. The articles would describe the PRP goals and the benefits of being a program participant. Five organizations agreed to include descriptive information on the PRP in their publications and to provide their members with KSI's name and address for further information. (Two articles were published at the end of the previous contract year, but requests were received during this reporting period.)

Four articles appeared in trade and association papers as a result of a 1977 DOT Press Release. (Others may have been published as well; we are currently aware of only these four.) These articles have brought ten actively participating shops into the PRP. Although this number of shops does not appear to be significant, it should be kept in mind that this approach has had the same effect (in terms of active contributors) as all the enrollment campaigns conducted during the contract year combined. In other words, these articles have brought the same number of active shops (10) into the PRP as would contacting 700 potential contributors by mail or telephone. (The total number of shops enrolled in this program year was 722. Twelve of these became active.) The articles are discussed further in Section 5.2.

Seven active contributors have joined the PRP, apparently as a direct result of the DOT Press Release. In addition, six inquiries and one enlistment were directed to the program as a result of an evening news feature on the PRP in Minneapolis, Minnesota.[2] These results are summarized in Table 2-2.

[2] See Infra 5.3

Table 2-2

ENROLLMENT FY 77

	Contacts	Enrolled	Active	Date	Method
Region 0	105	56	4	Nov. 76	KSI Rep.
Region 3	100	63	1	May 77	EQUIFAX
Region 3	97	1	0	Feb. 77	Direct Mail
Region 5	40	4	1	Feb. 77	Direct Mail
Region 5	93	65	1	Apr. 77	KSI Rep.
Region 6	100	62	0	Mar. 77	EQUIFAX
Region 7	48	3	1	Feb. 77	Direct Mail
Region 8	100	51	2	Mar. 77	EQUIFAX
Region 8	39	2	2	Feb. 77	Direct Mail
Totals	722	309	12		
Other Sources	24	18	16		
Grand Total	746	327	28		

2.1.2 New Shop Qualifications

Since many shops agree to enlist in the program but few shops actually participate, we felt that establishing new criteria for enlistment might prevent us from enrolling shops that would not be likely to contribute parts. It was decided that during the Connecticut enrollment campaign, we would stipulate that shops must return a part within 30 days of receipt of the "Shop Kit"[3] to continue participation in the program.

About 10% of those contacted indicated that they could not comply with this requirement, i.e., the business was too small or they did not perform repairs relevant to PRP inquiries. Aside from this, it appears that the requirement had no effect on the number of shops that became active or on the amount of time between enlistment and delivery of the first part. Since the requirement had no effect, it was dropped from subsequent enrollment campaigns.

2.2 Shop Follow-Up Campaigns

During the first six months of the contract period, our efforts have been directed toward increasing the number of active participants among the inactive enrollees. This was felt to be more cost-effective than enrolling new members. Most of the inactive membership on July 1, 1976, had been enrolled in the PRP for more than 12 months. Approximately 400 shops that had been enlisted during the previous contract year had been inactive for a period of less than one year. During the contract period, 789 existing PRP member shops were contacted directly by mail.

2.2.1 Follow-Up Campaign Results

Three hundred twenty-one shops in mixed regions that were enrolled prior to July 1, 1975, and had never contributed parts were contacted. One campaign was sent to 74 shops in mixed regions that had previously been active, but had not

[3] See Infra 3.2.4

submitted parts since July 1, 1975. Another campaign was sent to 144 shops that were active during the 1975-76 contract year, but had not contributed parts during the current contract year.

The response from shops that had never sent in parts was very poor (a total of 24 or 7.4% responded positively, three of whom sent in parts. Seven negative responses were received). Based on these results, it was determined that contacting the remaining inactive membership would not be cost-effective.

The campaign to previously active shops that had not contributed parts since July 1, 1975, yielded much better results. A total of 74 shops were contacted in October of 1976 and 22 responses were received. Twenty-five percent of the shops contacted responded positively; five sent in parts. In addition, three shops asked to be removed from the program.

The response from shops that had been active during the previous contract year (1975-76), but had not submitted parts since July 1, 1976, was excellent. Of the 144 shops contacted, 70 (or nearly 50%) responded. Thirty-five postcards, 32 parts, two requests to be deleted, and one piece of returned mail were received.

The remaining 250 shops contacted were inactive shops that had been enrolled in March and April of 1976. Of the 108 shops contacted in Region 8, the number of positive responses was 20, including six returned parts, or a response rate of 18.5%. Six negative responses were received, bringing the total response rate to 24.1% or 26. One hundred thirty-three shops in Region 1 and nine shops in Region 9 were contacted with the following results: nine positive postcards and five parts were received for a positive response rate of 9.8%. Eight negative responses and pieces of return mail were received for a total response rate of 15.5%.

These follow-up campaigns to 789 shops have brought an additional 51 parts into the PRP and have specifically identified 27 shops that will not return parts. The results are detailed in Table 2-3. A total of 411 program enrollees that either did not respond to these campaigns or requested to be removed were deleted from the

Table 2-3

FOLLOW-UP CAMPAIGN RESULTS AS OF JUNE 30, 1977

Total Contacted	Positive Responses	Parts	Negative Responses	Total Responses
321 Mixed regions enrolled prior to 7/1/75, never contributed parts	21 postcards	3	7	31
108 Region 8-inactive shops enrolled in March and April of 76	14 postcards	6	6	26
74 Mixed region, previously active, inactive since 7/1/75	14 postcards	5	3	22
144 Mixed region, previously active, inactive since 7/1/76	35 postcards	32	3	70
133 Region 1-inactive shops enrolled in March and April of 76	8 postcards	5	7	20
9 Region 9-inactive shops enrolled in March 1976	1 postcard	0	1	2
Totals 789	93	51	27	171

program. An additional 111 inactive shops enrolled prior to July 1, 1973, were deleted, bringing the total deletions resulting from the follow-up campaigns to 522 for the contract year.

Based on our experience during the first half of this contract, there appears to be little justification for maintaining old inactive shops in the program. Experience has shown that a shop that has been enrolled in the program for more than a year and has never submitted a part cannot realistically be expected to do so in the future, even if a follow-up contact is made. Since those shops that were enrolled within the last 12 months have been or are being contacted, there would be little benefit in pursuing the remaining inactive members.

2.2.2 Follow-Up Campaign Methodology

During the follow-up campaign to 133 inactive shops in Regions 1 and 8, we conducted an experiment to determine what effect, if any, the text of the follow-up letter had on the rate of response. Eighty shops were sent letters identical to those used in follow-up campaigns during the previous contract period. The balance (53 shops) received a revised letter that requested a part or response within 30 days.[4] This letter was identical to the one used in Region 8. Table 2-4 outlines the responses for both the old style letters and the revised form letter.

Table 2-4

	Total Number Contacted	Positive Post-card Responses	Negative Post-card Responses	Number of Parts Rec.	Total Response
Region 1					
Old Style Letter	80	5	5	1	11
New Style Letter	53	7	2	1	10
Total	133	12	7	2	21
Region 8					
New Style Letter	108	14	6	6	26

[4] Copies of letters are contained in monthly progress reports. See Infra 3.2.4

The results indicate that the revised letter may result in more postcard responses, but no additional parts can be expected. The parts received from Region 8 apparently were the result of some other factor since there is no correlation to the number of parts returned by Region 1. Possibly this is a function of geographic location.

During the contract period, we have strived to remove those shops enrolled in the program that have never returned parts and cannot reasonably be expected to do so in the future. These shops are replaced with new shops that are more likely to contribute to the PRP.

2.3 Discontinuance Criteria

Our past experience (evidenced by our follow-up campaign to old inactive shops) indicates that a shop that has been enrolled in the program for one year or more and has not submitted parts is not likely to participate in the future. A follow-up campaign will bring some contributions to the program and other shops will indicate continued interest. The longer a shop has been enrolled without becoming active, the less likely it is to ever submit a part. We have found that there is no benefit in maintaining inactive shops in the program when they have been enrolled for more than two years, and that little benefit can be gained from conducting follow-up campaigns to these members. Members that fall into this category are subject to discontinuance. One hundred and eleven PRP shops enrolled prior to July 1, 1973, meeting these criteria were removed from the program during the contract period.

Nonresponding inactive shops enrolled for more than one year that have been sent follow-up letters are also subject to discontinuance. Our experience indicates that if a shop will not indicate its interest on a pre-paid postcard, it cannot be expected to return parts either. As a result of follow-up campaigns, nonresponding shops, shops for which undeliverable mail was returned, and shops that requested to be deleted (a small percentage of the total), amounting to 411 program enrollees, were removed from the PRP.

Inactive shops are deleted when undeliverable mail is returned. An attempt is made to locate an active shop when mail is returned before the participant is removed from the program. Sixteen members, including two active shops, were removed from the program when mail (i.e., newsletters) was returned. The total number of shops deleted during the year was 538 (111 old inactive members, plus 411 in follow-up campaigns, plus 16 for returned mail).

2.3.1 Mailbag Recovery

Deleted shops that show a current inventory of mailbags receive a postcard (depicted below) requesting the shop to return all government property. One hundred forty-seven deleted shops with KSI mailbags were identified and received the request. The mailbags had been in the shops' possession for an average of one year. Twenty-eight mailbags were returned. This is a satisfactory response (19%) considering that the recipients would not return parts.

YOUR SHOP IS BEING REPLACED AS A MEMBER OF THE PRP. YOU MAY STILL HAVE GOVERNMENT PROPERTY IN YOUR POSSESSION. IF SO, PLACE IN THE MAIL TODAY-MAILBAGS ARE PRE-ADDRESSED AND POSTAGE PAID.

THANK YOU FOR YOUR COOPERATION

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

C/O KAPPA SYSTEMS, INC.

2.4 Summary of Number of Parts Received from each Contributing Shop

A summary of the number of parts received from each contributing shop is included in Table 2-5 on the next page.

Table 2-5

PARTS RECEIVED FROM CONTRIBUTING SHOPS

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Other Sources		26
Unknown		4
Harry's Auto Service	Great Barrington, Ma.	73
Worcester Vocational High School	Worcester, Ma.	4
Wakefield Brake Company	Wakefield, Ma.	7
Cambridge Brake Service	Cambridge, Ma.	10
Sparky's Auto Service Center	New Bedford, Ma.	4
Nash Road Motors, Inc.	New Bedford, Ma.	6
Palmer's Spring Company	Providence, R.I.	2
Front End Service	Manchester, N.H.	2
Babei's Service	Manchester, N.H.	1
Henniker Automotive	Henniker, N.H.	2
Winslow's Mobil Station	Gorham, Me.	2
Bothel's Garage	Cape Elizabeth, Me.	7
Ben-Sal Auto Service Center, Inc.	Hartford, Ct.	1
Technical Careers Institute	Milford, Ct.	2
Main Street Chevron	Newton, Ct.	3
Clark's Sunoco Service Station	West Haven, Ct.	3
Kurze's Gulf Service	Kent, Ct.	1
Fairview Service Station	Lakeside, Ct.	1
Country Auto	Washington Depot, Ct.	2
Dun Roamin Garage	Danbury, Ct.	3
Abbott's Garage	S. Norwalk, Ct.	4
Lincoln Technical Institute	Union, N.J.	3
Brake-O-Rama, Inc.	Lodi, N.J.	1
Semperit of America, Inc.	Northvale, N.J.	1
Midas Muffler	Pennsauken, N.J.	1
Beacon Auto Body	Pennsauken, N.J.	1
Crane Auto Repair	Bricktown, N.J.	7
W. J. Krean & Son	Toms River, N.J.	1
System Brake Service	Perth Amboy, N.J.	2
VINS Motor Service	Brooklyn, N.Y.	16
A Safeway Brake & Muffler Shop	Albany, N.Y.	10
A. Ruth's Garage	Colonie, N.Y.	7
Bud Jones Service	Delmar, N.Y.	1
Bob Mason Sunoco Service Center	East Greenbush, N.Y.	1
Art Dell's Garage	Rensillar, N.Y.	4
Artie's Service Station	La Grangeville, N.Y.	1
New York Auto Repair & Alignment	Poughkeepsie, N.Y.	15
Jay Service Station	Jay, Vt.	1
Longbard's Exxon Station	Poughkeepsie, N.Y.	22
John's Body Shop	Binghamton, N.Y.	5
Kolesnik's Service Station	Rochester, N.Y.	48
Broughton Motor Sales	Monongahela, Pa.	1
Schmidt Garage	Pittsburgh, Pa.	12
Youngwood Exxon	Youngwood, Pa.	2

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Central City Garage	Harrisburg, Pa.	3
Rite-Way Garage	Harrisburg, Pa.	5
Woody's Garage	Montoursville, Pa.	33
Fletcher Motors	Ambler, Pa.	4
D&Z Atlantic	Cornwells Heights, Pa.	7
Belmont's Garage	Langhorne, Pa.	1
Bernie's Alignment & Diagnostic	Newton Square, Pa.	4
Earl R. Lambert's Mobil Service	Downington, Pa.	6
Gordie's Auto Service	West Chester, Pa.	6
Cottman Transmission Center	Bridgeport, Pa.	1
DeJoseph Brothers	Bridgeport, Pa.	3
Boro Line Auto Service	King of Prussia, Pa.	1
Farrell's Sunoco	Fairview Village, Pa.	9
Basile's Exxon	Fairview Village, Pa.	1
Sassaman & Burden Auto Service	Temple, Pa.	6
Cochran Equipment Company	Middleton, De.	11
Bert's Arco Station	Wilmington, De.	7
Frank's Sunoco	Talleyville, De.	4
W&S Service, Inc.	Wilmington, De.	4
Universal Imports	Rockville, Md.	16
Afro-Engineering	Falls Church, Va.	6
Kings Park Exxon	W. Springfield, Va.	1
B&G Auto Service	Arlington, Va.	1
Mike's Service Center, Inc.	Winchester, Va.	1
J. A. Payne Alignment Service	West Point, Va.	1
Smith Auto Service, Inc.	Richmond, Va.	1
P&R Automotive Service	Norfolk, Va.	1
Bill's Texaco Service	Norfolk, Va.	1
Auto Brake Corporation	Norfolk, Va.	61
Garlick's Garage	Roanoke, Va.	1
Certified Truck & Auto Service	Salem, Va.	1
Gross' Union 76 Servicenter	Salem, Va.	1
Musten Auto Service	Winston-Salem, N.C.	5
Jack Stoltz's Garage	Winston-Salem, N.C.	4
Southside Garage	Winston-Salem, N.C.	2
Superior Wheel Alignment & Brake Service	Charlotte, N.C.	1
John W. Coble Tire Company	Decatur, Ga.	1
Imports Limited	Marietta, Ga.	4
Red Ivey's Automotive Service	Atlanta, Ga.	1
Hagan Service Center	Gainesville, Ga.	22
Wayne Terrell's Garage	Macon, Ga.	2
Beckton Auto Repair	Savannah, Ga.	3
Chuck's Super Service	Orlando, Fl.	2
Albert's Garage	N. Miami Beach, Fl.	1
Auto Safety Service, Inc.	Oakland Park, Fl.	5
Automotive Maintenance, Inc.	Sarasota, Fl.	4
Sunray Oil & Gas	Tampa, Fl.	3

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Automotive Parts Center	Greenville, Al.	2
Ike's Automotive Maintenance	Montgomery, Al.	2
Big Brake Safety Service	Gulfport, Ms.	1
A. C. Brake Company, Inc.	Louisville, Ky.	2
Lexington Brake	Lexington, Ky.	6
Heatherdown's Automotive Service	Toledo, Oh.	1
Evan's Brake & Tire Service	Cleveland, Oh.	5
Chester Body & Repair Company	Cleveland, Oh.	1
Akron Wheel Alignment	Akron, Oh.	1
Doyle's Service	Massillon, Oh.	2
May's Auto Service	Mansfield, Oh.	4
Bob's Automotive	Fairborn, Oh.	1
Wayne & LaMarr's Garage	Brownsburg, In.	1
Glen Perry Garage	Indianapolis, In.	1
Safety First Alignment & Brake	Indianapolis, In.	2
Bob's Service Station	Hammond, In.	6
Auto Inn Garage	South Bend, In.	6
Fisher's Brake Service	Muncie, In.	1
Master Tire Company	Evansville, In.	4
Black's Auto Service	Detroit, Mi.	1
Wade's All Car Service	Lansing, Mi.	4
Paul & John's Friendly Service	Grand Rapids, Mi.	1
DeKorver Brothers Auto Supply	Wyoming, Mi.	16
Des Moines Area Community College	Ankeny, Ia.	2
Yearian's Tire, Inc.	West De Moines, Ia.	2
K&S Wheel Alignment	Waterloo, Ia.	2
Herfel 66 Service	Sioux City, Ia.	1
Frerich's Garage	Sioux City, Ia.	1
Tommy's Auto Repair	Sioux City, Ia.	32
Feld Garage, Inc.	Kenosha, Wi.	4
Ed & Wally's, Inc.	Kenosha, Wi.	1
Hessefort Service	Kenosha, Wi.	5
Central Park Service Station	Kenosha, Wi.	2
Roy's Service Station	Kenosha, Wi.	3
Bluemond Automotive Service	Wauwatosa, Wi.	1
Park Auto Service	Racine, Wi.	19
Clemens' Auto Repair	Racine, Wi.	10
Beloit Frame & Axle Company	Beloit, Wi.	5
Day-Nite Auto Station	Kaukauna, Wi.	13
Roehl's Bee Line Brake & Alignment	Appleton, Wi.	6
Joe's Auto Service	Appleton, Wi.	36
Statewide Insurance Investigators	Appleton, Wi.	1
Ade & Bob's Muffler & Brake Center	St. Paul, Mn.	3
Earl's Service Center	Minneapolis, Mn.	1
Foreign Auto Service Center	Minneapolis, Mn.	5
Frenz's Brake Service, Inc.	Minneapolis, Mn.	3
Richfield Wheel Alignment	Minneapolis, Mn.	7
Larry Gaida's Service Station	Duluth, Mn.	3

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETU
Dave McMillen's Auto Repair Service	Duluth, Mn.	3
Katon's Garage	Lead, S.D.	1
Doc's Auto Clinic	Grand Forks, N.D.	1
Hutt & Stiles	Skokie, Il.	2
Brake-O-Mat	Evanston, Il.	4
AA Auto & Truck Service, Inc.	Chicago, Il.	3
J. Gartner Auto Service	Chicago, Il.	13
Stoner's Triangle Auto Service	Rockford, Il.	4
Art's Auto Repair	Arnold, Mo.	3
Dick Jordan's Standard Service Station	Clayton, Mo.	17
Niebling Auto Repair, Inc.	St. Louis, Mo.	3
Dutch's Auto Repair	St. Louis, Mo.	8
Curran's Automotive Service	St. Louis, Mo.	2
Atwell Auto Repair	St. Louis, Mo.	1
McLain's Auto Repair	St. Louis, Mo.	7
Adam's Motor Service	St. Charles, Mo.	12
Troostwood Garage	Kansas City, Mo.	9
Steele Automotive Service	Topeka, Ks.	1
Casey's Sport Car Service	Wichita, Ks.	2
Tim's Import Sales and Service	Hutchinson, Ks.	2
K&B Brake & Wheel Service, Inc.	Omaha, Nb.	2
Capital Automotive	Lincoln, Nb.	3
Auto Hospital	Lincoln, Nb.	38
Lincoln Safety Service Company	Lincoln, Nb.	1
Clearview Car Care Center	Metairc, La.	2
General Brake Service	New Orleans, La.	6
J&G Auto Clinic	Lake Charles, La.	3
Fuselier's Auto Service	Lake Charles, La.	4
Chester's Garage	Pine Bluff, Az.	2
Mooney's Wheel Alignment & Brake Service	Oklahoma City, Ok.	1
Bourland's Wheel Alignment & Brake Service	Irving, Tx.	1
Irving Radiator & Auto Center	Irving, Tx.	1
Fifth Street Automotive Service	Tyler, Tx.	3
Bob Chester's Auto Service	Arlington, Tx.	3
Tom's Southside Alignment & Repair	Arlington, Tx.	3
C&S Brake Service	Fort Worth, Tx.	2
Tommy's Automotive	San Angelo, Tx.	2
Pearson's Garage	Port Arthur, Tx.	2
B&N Axle Service	Austin, Tx.	1
Abilene Pit Stop, Inc.	Abilene, Tx.	1
Hills Automotive Clinic	Abilene, Tx.	4
Alpine Automotive Service	Lakewood, Co.	8
Pritz Foreign Cars of Colorado	Colorado Springs, Co.	5
Alley Performance Center	Colorado Springs, Co.	1
Valley Hi Mobil	Colorado Springs, Co.	2

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Chevron Station	Colorado Springs, Co.	1
Hurley Super Service Station	Pueblo, Co.	6
Bud's Garage	Pueblo, Co.	1
Mr. Brake #9	Pocatello, Id.	2
Joe Blaylock's Repair	Emmett, Id.	4
Hi Way Union 76	Marsing, Id.	2
John's Garage	Nampa, Id.	7
Dom's Bumper to Bumper Service	Payette, Id.	1
Ray's Auto Clinic	Orem, Ut.	1
Mr. Brake	Salt Lake City, Ut.	4
S&D Tire Auto Center	Salt Lake City, Ut.	8
Terry Motor Company	Beaver, Ut.	6
Dave Kyle's Garage	Phoenix, Az.	3
Texaco Service Station	Phoenix, Az.	1
Dave Clark Automotive Service	Phoenix, Az.	1
Duncan's Auto Repair	Phoenix, Az.	2
Scottsdale Automotive Specialist	Scottsdale, Az.	1
Skinner's Automotive Service	Albuquerque, N. M.	7
Wheel Alignment & Brake Service	Las Vegas, Nv.	7
Desert Hill's Phillips 66	Las Vegas, Nv.	1
Richard's Automotive Service	Los Angeles, Ca.	4
Ise Automotive Service	Hollywood, Ca.	80
Maurice's Automotive	Hollywood, Ca.	1
Leonard's Service	Los Angeles, Ca.	1
L. A. City Unified School District	Los Angeles, Ca.	4
J&J Mufflers, Inc.	Inglewood, Ca.	1
Samo Wheel & Brake Service	Santa Monica, Ca.	4
Automotive Specialties	Paramount, Ca.	3
A&F Alignment	Long Beach, Ca.	1
Castoe's Auto Service	Tuyunga, Ca.	2
Werk Brothers Garage	Pasadena, Ca.	3
Kallen's Garage	Van Nuys, Ca.	2
Vanowen Brake & Wheel	N. Hollywood, Ca.	4
Hamner Automotive & Transmission	Corona, Ca.	3
A.T.S.	San Diego, Ca.	3
Beeline Aligning Service	Pacific Beach, Ca.	1
Jerry Hall Tire Service	Costa Mesa, Ca.	6
Miller's Automotive	Fullerton, Ca.	11
Dix and Drum Brake Center	Santa Ana, Ca.	2
Performance Engineering	Santa Barbara, Ca.	2
Midas Muffler Shop	Bakersfield, Ca.	2
Selma Radiator & Auto Shop	Selma, Ca.	1
Mr. Tom Pitre, Instructor	Los Altos, Ca.	6
Automotive City Service Center	San Francisco, Ca.	15
Tony's Auto Repair	San Francisco, Ca.	2
Dana Meyer Foreign Car Service	Albany, Ca.	1
Big Brake of Stockton	Stockton, Ca.	1
Duane's Tune-up Clinic	Manteca, Ca.	7

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Harold's Auto Service	Santa Rosa, Ca.	3
Mr. Brake #11	Sacramento, Ca.	1
Stop & Go Brake & Wheel Service	Portland, Or.	10
Webb & Andersen	Salem, Or.	1
Meade & Greenlee Garage	Salem, Or.	1
Chuck & Wayne's Garage	Eugene, Or.	1
B.G. Tanzer's Auto Rebuild	Bellevue, Wa.	2
Suburban Automotive	Lynnwood, Wa.	8
Clyde's Chevron Service	Mercer Island, Wa.	2
Gus Cooper's Shell Service	Seattle, Wa.	4
Sports Car Service	Seattle, Wa.	2
King Co. Brake Service	Seattle, Wa.	9
Foster's Service Corporation	Seattle, Wa.	2
Doyle Automotive Service	Seattle, Wa.	35
Sharp's Automotive	Seattle, Wa.	1
Norm's Auto Repair	Arlington, Wa.	4
Mayer Auto Service	Marysville, Wa.	1
L.A.D. Auto Electric	Spokane, Wa.	43

Section 3

OPERATIONS AND PROCEDURES

3.1 PRP Operations

The objective of the PRP is to obtain safety-related defective parts from independent automotive repair facilities on a voluntary basis. Towards this end, KSI is required to perform the following tasks:

- strive to increase the percentage of participating shops among those enlisted in the PRP
- enlist new shops, as necessary, and discontinue contact with those shops previously enlisted that cannot be motivated to become or remain active participants
- for each newly enrolled (inactive) shop, provide one self-addressed canvas mailbag and five component identification tags and covers
- for each active participant, maintain an inventory of three self-addressed mailbags and five component identification tags with protective covers for each bag
- attempt to recover any government-furnished property from discontinued shops
- provide PRP member shops with a current copy of the NHTSA Defect Investigatory Cases Report, as issued
- acknowledge by letter the receipt of each part to the contributing shop
- supply each active participant with two current certificates of participation
- instruct shops in the completion of component identification tags and the types of components/failures in which the PRP is interested
- make provisions for shops to telephone the contractor toll-free
- prepare the draft of the PRP News for delivery to the NHTSA for production
- assist the NHTSA in the selection of criteria for awarding "Certificates of Participation" to deserving participants

- assure that parts returned can be identified with the contributing shops
- complete an analysis code sheet (HS-10 Form) and failed data sheet for parts and information received
- retain and store all automotive parts as they are received, and forward to the NHTSA parts that may be of interest, upon request
- maintain an inventory capability to ensure the identification and location of returned parts

3.1.1 Shop ID File Description

All PRP members are entered into the automated Shop ID File. The Shop ID File is on a disk pack (direct access storage device) provided through our in-house mini-computer (Datapoint 2200). The file consists of certain major data elements, which are:

- shop name, address, and zip code
- point of contact, usually the manager or owner
- shop ID number
- telephone number
- status (active or inactive)
- certificate year - the contract year end for which an active shop last received a certificate of participation
- current shop mailbag inventory

Several output reports have been designed to operate off the data stored in the Shop ID File. These reports include a listing of participants including all recorded data sorted alphabetically by state and then numerically by shop ID number for either inactive shops, active participants, or both; a mailing label format including shop, contact name, and address only; and selections of shops by zip code. This file is also used to produce a "Totals by Region" report detailing the number of PRP members and active shops, as well as the level of participation for each region.

The reports produced from the Shop ID File are used to monitor and document certain items such as mailbag inventory, shop participation, certificate recipients, and to maintain a current mailing list at the NHTSA for distribution of the monthly newsletter.

The development of the existing shop identification number scheme was predicated on our desire to associate the individual shop number with the specific PRP region where the shop is located. These ten PRP regions correspond to the ten zip code regions with one exception. The zip code or PRP region is identified by the first character of the zip code. The exception is the state of New Jersey, which is part of PRP Region 1 although its zip code region is 0. Similarly, we were interested in identifying the state and local geographic area of the shops that were represented in the second two characters of the zip code. For this reason, we elected to use a unique shop ID number of eight characters, the first five being the zip code, and the last three, a numeric sequence number for the particular state. The three sequential numbers identify the unique record of a shop within its state and from other shops located in the same city. A log is maintained identifying the highest sequential number that has been assigned for each state.

PRP mailbags used to return failed parts to the PRP are assigned unique sequential numbers. The mailbag number is entered on the shop's record and remains there until the mailbag is returned or the shop record is deleted. When a mailbag is returned and sent to another shop, the number is removed from the original record and entered on the record for the recipient shop.

The Shop ID File is updated monthly and changes (additions, deletions) are supplied to the NHTSA for updating their mailing list. Output reports (shop list by state and Totals by Region) are produced monthly; mailing labels are produced as required for distribution of the Defects Investigatory Cases Reports, etc. The shop list is a working document and all relevant data is recorded manually until the automated file is updated and a new list is produced.

3.1.2 Materials

Numerous form letters have been prepared during the contract period (for follow-up campaigns, etc.) and copies are contained in our monthly progress reports. Certain material items, however, require some elaboration in this report. These items are those necessary to record and transcribe failure data (failed part component identification tag, failed data sheet, HS-10 Forms, and telephone contact report) and the Certificate of Participation. Copies of these and other materials are contained in Attachment A to this report.

The failed part component identification tags are used by the shop to record failure and descriptive information for the part and the vehicle at the time the part is returned to the PRP. Shops are supplied with plastic protective covers for these tags to avoid obliteration by liquids or dirt from the failed part. No changes were made to these tags during the contract year.

The failed data sheets are used by KSI analysts to record and expand pertinent information on the failed part. Photographs and related correspondence are attached to these documents. Although no major changes to this document were made, the format was rearranged to correspond with the revised HS-10 Form. In addition, an indicator was placed on the descriptive section to identify "Information Only" inputs and their source.

The HS-10 Form used to describe data for computer file entry underwent considerable revision at the outset of the contract. The data gathered through the PRP is entered and stored in the ODI Data Information System (DIS) Vehicle Owner Letter File (see Systems Description and Operations Manual (DIS), October 1, 1975). The ODI/DIS underwent a major redesign in early 1977 and consequently the PRP portion of the Vehicle Owner File was completely reformatted. An HS-10 Form is completed for every failed data sheet.

To record data reported by telephone by the participating shops or other interested parties, a telephone contact report was developed. The requirement to

systematically enter all information, whether or not a part was received, was initiated at the outset of this year. However, this form was not necessary until routine follow-up contacts to shops submitting parts from new and one-year-old vehicles began in March 1977. At that time, it was felt that a document was necessary that would prompt the caller to obtain all pertinent data on these parts. The telephone contact report serves both purposes, it records information reported by shops on initial contacts and it records information when a follow-up contact is made. The form is then attached to the failed data sheets for review by KSI and the NHTSA.

Each shop that contributes at least one failed part receives two framed Certificates of Participation. Since these certificates are the only visible reward to a shop for its time and effort, we believe the document should be of exceptional professional quality. Furthermore, the certificate should be different from year to year and designed so that it is both eye-catching and appealing. The certificate for 1976-77 is significantly different from the previous year and is printed in two colors (brown and red) on tan parchment. The shop name is hand-lettered in black.

3.1.3 Monthly Reports

Current project status is recorded in a letter-type monthly Progress Report. The report is deliverable by the tenth of the month following the reporting period and provides the following information:

- accomplishments made during the reporting period
- funds committed during the reporting period
- what is planned for accomplishment during the next reporting period
- items of timely interest including results, trends, etc.
- problems or delays experienced and recommended solutions
- specific action required by the ODI to alleviate a problem
- summaries of parts received, including failed data sheets and attachments

Copies of delivered progress reports are retained by the Office of Defects Investigation and the Office of Contracts and Procurement within the NHTSA.

An automated report listing all parts and information received during a monthly reporting period sorted by component identification code is delivered to the NHTSA along with the progress report. Present capabilities provide that these monthly reports (or a selection of more than one month) can be sorted by PRP number or by unique shop code number as well.[1]

The mailing list maintained by the NHTSA for distribution of the PRP News is monitored by KSI through verification of returned mail and telephone calls to assure that new enrollees are receiving the newsletter. Updates to the NHTSA mailing list are provided monthly and include new additions, deletions, and changes to name or address. These updates are derived from the monthly transaction sheets produced when the automated PRP Shop ID File is updated.

A newsletter draft is designed and prepared and then delivered to the NHTSA on the first of the month following the reporting period. Unlike previous years, the NHTSA now conducts all layout, typeset, printing, and distribution tasks. Although a specific production schedule was developed, the PRP News, in general, is distributed about two months after the draft is delivered.[2]

3.1.4 Administrator's Award

Upon the conclusion of each contract year, those shops that significantly contributed to the successful operation of the PRP either in a quantitative or a qualitative fashion are singled out of all the other PRP members for special recognition. The actual award is an attractive framed Certificate of Appreciation personally signed by the NHTSA Administrator.

[1] See Infra 3.2.3

[2] See Infra 4.3 for production schedule; Section 4 for the newsletter in general

In 1975, we nominated six shops for receipt of this award, and in 1976, we nominated 11 shops. The nominations for 1977 have not been finalized as of the release of this report. We expect, however, that the number of nominations will be at least as many as last year and in all likelihood there will be a few additions.

The Administrator's Award signifies NHTSA's personal recognition of those shops providing support and assistance in furthering safety on our highways. We have a very positive reaction to this award and recommend its continuance.

3.2 PRP Procedures

3.2.1 Processing Parts and Information

All parts and "Information Only" inputs to the PRP follow a specific procedure from the time of their receipt to the time they are put into permanent storage. As mailbags, letters, and phone calls are received at KSI's office, a notation is made on the appropriate shop record in the shop list. Any changes to name, address, or status (active or inactive) are recorded also. Mailbags and correspondence are recorded on a daily log sheet. In the case of a mailbag, the mailbag number, shop ID number from a part ID tag, and the date received are recorded. Using the shop ID number, the participant is located on the shop list and the remaining information is added to the daily log. All available information or correspondence is recorded in the log; any missing information is obtained from the shop list. The mailbag is marked with the date received and removed to the storage bin assignment. Correspondence and telephone calls are normally processed in the office except for PRP unique record number assignment.

Once removed to the storage facility, the parts are assigned PRP record numbers from a parts log. The log also shows the month received and the physical storage location for each part. The numbering scheme has been revised so that not only can records in the ODI/DIS be identified with the PRP as the source, but "Information Only" inputs can be differentiated from actual part records. Further, the "Information Only" records are separated into two groups. These groups represent information obtained either from a shop or from another source.

PRP record numbers are six-character numbers beginning with P (as opposed to other characters, i.e., H or O for Hotlines or Owner Letters) so that they may be differentiated from other records in the ODI/DIS. The next character indicates the type of PRP records. The specific values of the second character position are as follows:

- 0 indicates that an actual component has been received. (If the contributor is unknown, the shop ID number field will be zero filled.)
- 8 indicates the record is an "Information Only" input received from a participating shop.
- 9 indicates the record is an "Information Only" input received through the PRP, but from a source other than a shop, i.e., a vehicle owner. Very few records fall into this category but the differentiation between a record from an unknown source and a record from another source is necessary.

Parts that relate to the same failure are assigned the same PRP record number. Parts removed from the same vehicle at the same time that are not related to a single failure occurrence are assigned different record numbers. For example, if a frozen front disc brake caliper and a corresponding worn brake pad set were removed from a vehicle at the same time a leaking rear brake line was removed, they would be coded as follows:

- The frozen front disc brake caliper would be assigned a PRP record number.
- The corresponding pad set would be coded as a subsequent part using the same PRP record number.
- The leaking rear brake line, which does not have any obvious correlation to the frozen front caliper, would be assigned a different PRP number.
- The PRP numbers are recorded on the failed part component ID tag and the failed data sheet. Bin numbers are assigned randomly on a "space available" basis, except that parts with the same PRP number are stored in the same bin.

After the component has been assigned a PRP number, a failed data sheet is completed. The failed data sheet is basically self-explanatory, as shown in Attachment A. A manual is necessary to complete the vehicle code, component classification, and failure codes. The remaining information, except for failure description, is transcribed from the failed part ID tag or from the part itself. The failure description area is used to record observations made by KSI analysts.

The failed data sheets are returned to the KSI office for review (see 3.2.2), completion of any missing information, and data transcription. Using a coding manual and the PRP coding instructions (Attachment B) the information on the failed data sheet is transcribed to a Vehicle Owner Letter Coding Sheet (HS-10 Form). After verification, the HS-10 Form is used to produce a punched card deck. The deck is then verified and processed through an Edit/Update computer program prior to entry to the ODI/DIS vehicle owner letter file. Records passing the data edits are placed on the file. "Information Only" and telephone inputs are processed in a similar manner.

3.2.2 Supplementary Data

Failed Data Sheets are reviewed prior to transcription, to determine if a follow-up contact is necessary or desirable. Parts that meet one or more of the following Supplementary Data requirements are subject to a follow-up call to the contributing shop to obtain missing or additional information:

- part was removed from a new or one-year-old model vehicle (in this case, 1977 or 1976)
- part may be related to a collision occurrence, or an accident or fire is indicated
- personal injury is indicated
- part is of particular interest for a newsletter article
- the part is of particular interest to the ODI
- significant information is missing and there is an indication that the data may still be available

Once the supplementary data has been obtained and recorded on a telephone contact sheet, the record is transcribed on an HS-10 Form and then follows the existing procedure.

3.2.3 Monthly Automated Report

After the records have been processed and entered on the ODI/DIS letter file, a monthly automated report is produced.

A monthly retrieval of these records from the information system in a format approved by the NHTSA CTM produces a detailed report of the failed parts for the month. Present capabilities provide that these monthly reports can be sorted by PRP number, by unique shop code number, or by component classification code. In other words, we can sort these reports to provide any of the following information:

- a listing by sequential PRP numbers (a historical record)
- a listing grouping all of the records from the same shop together - this information tells us how many parts have been received from any one shop, state, or region
- A listing grouping all of the records of identical components - this information tells us how many identical parts we have received

A copy of this report is contained in Attachment C. Note that this report is by component classification code.

3.2.4 Processing New Shops

The PRP has a specific procedure for processing new shops. Each new shop is assigned a record number for the computer file and a shop identification number for correspondence purposes. After an initial contact sheet is filled out (see Attachment A), the shop data is transcribed for the PRP Shop ID File. A shop kit is also sent to each new shop: a PRP shop kit letter, copies of the recent newsletter, a copy of the Defects Investigatory Report, one numbered mailbag, five numbered tags and their plastic protective covers, a typical failed parts list,

and a "Wanted" poster requesting failed parts (Attachment D). Shops are automatically deleted from the program if they express no interest in the program or if they discontinue business operations.

3.2.5 The PRP Shop ID File Update Procedure

The PRP Shop ID File is updated using a punched card deck. This deck includes all program deletions, additions, and modifications to existing records. Coding instructions and data entry format may be found in Attachment E. After each update is run, a transaction sheet is produced showing the records affected by the update. The transaction sheet also identifies errors and totals the number of additions, deletions, and modifications.

After the monthly update is completed, a PRP shop list sorted in order alphabetically by state and shop ID number is produced from the file. The listing for each shop includes the owner's or manager's name, the shop name and identification number, and the address (street, city, state, area code, zip code, and phone number). Active shops can be identified on the computerized printout by an "A" on the third line after the telephone number. The certificate year of participation, such as "77," follows. The current mailbag inventory is listed by bag number after the shop ID number. The shop list is used to identify incoming mailbags, to obtain shop addresses, and to determine subjects for follow-up campaigns.

The new shop list is verified against the shop list from the previous month. If found acceptable, a "Totals by Region" report is produced. The "Totals by Region" report is used to monitor the number of enrolled and active shops for each region and overall. The report also shows the regional and national levels of participation.

Section 4

THE PRP NEWS

4.0 General

Each month, the PRP News is distributed to PRP members. KSI delivers the draft of the PRP News to the NHTSA, who is responsible for its final preparation. During the contract year, all final copy preparation, printing, and distribution tasks were performed by DOT (see DOT order number 171-1). The format was reduced to four pages rather than the previous six. KSI is responsible for developing the draft articles and supplying any necessary photographs and updates to the NHTSA shop mailing list. The PRP News contains articles on significant parts received, current NHTSA news, and current program status. This document is the PRP program's principal means of communication with PRP shops and is designed to stimulate their participation as well as to keep them informed. KSI has been successful in maintaining an "information feed-back loop" using the newsletter by publishing information, comments, and so forth, passed in by participants.

4.1 Specific Objectives

The newsletter is designed to augment and reinforce several facets of shop participation. These objectives are discussed in the following paragraphs.

4.1.1 Maintaining Interest

The most important factor in newsletter development is creating interesting reading material. Maintaining shop interest in the PRP News, and therefore, the program itself, is the primary objective of the publication. We believe several types

of articles are particularly effective in accomplishing this. These are articles that relay information useful in conducting normal shop operations, such as service tips and information relayed by shops, attributing the tips to the contributing shop. One section of the newsletter, "Items of Interest," is devoted to these types of articles. Using this section, we have developed a "readers' forum" where comments and problems reported by participants are published. Shops will often write or call with additional information or more comments on features previously published. Service information, particularly on newer models, is of special interest to most shops and is a good tool to maintain readership. Some participants have made requests that more of this information be included.

4.1.2 Increasing Participation

Increasing participation in the PRP using the newsletter depends on the PRP's success in maintaining readership. Articles on failed parts are intended to bring more parts into the program, but the articles must also stress that these parts are needed by the NHTSA and that the shop is making a valuable contribution. Attribution to the contributing shop is critical, since non-contributing members can see that other shops are providing valuable information. The newsletter must also stress that returning parts is voluntary and does not require a large investment of their valuable time. This reinforces positive feelings on the part of the shops, while showing that submitting parts does not require much additional work.

Finally, the newsletter should provide some inspiration - an idea that causes a potential contributor to review the types of repairs performed with possible safety-related defects in mind. The inspiration should cause shops to look at the potential a defective part has of creating a hazardous situation, rather than looking at what has actually occurred. We feel certain that safety-related failed parts are overlooked because the defect did not create a problem even though the potential for serious consequences existed.

4.1.3 Education of Shops

Our concern during the sixth year of operation (and in the previous year as well) has been to educate members in these areas: PRP objectives and operations, what a safety-related defect is, what parts are needed for the program, and what the PRP accomplishes for the NHTSA and for highway safety. The newsletter is the principal tool for accomplishing this task. We maintain that, knowing what the PRP objectives are and what a safety-related defect is, a shop will make a more valuable contribution than if shops were only asked to contribute specific components. Knowing what role they play in highway safety, PRP shops are apt to take a more active interest in the program. The newsletter is developed with these themes in mind. We feel that this approach has improved the quality of the parts received. We have noted that fewer inconsequential items have been submitted than in previous years.

4.1.4 Obtaining "Information Only" Input

During the current contract period, more emphasis has been placed than in previous years on obtaining information on failures where parts are not available. The logic behind this effort is that as an "early warning system," the information obtained through the PRP may be as valuable as the part itself. Further, the fact that a part is not available should not prevent shops from reporting safety-related defects they encounter. The additional expertise that most shop employees possess in identifying defects and failure modes makes these reports at least as valuable as information received by vehicle owners, and in most cases, far more useful.[1]

[1] See Supra 1.2.1.

4.1.5 Focusing on Newer Models

The PRP News has been the most valuable tool in obtaining more parts and information on newer model year vehicles. By featuring articles on new model vehicles and emphasizing the need for more information, we have used the newsletter to obtain more data on failures for later model vehicles.[2] Some members have requested that KSI include articles and service information on new cars more often.

4.1.6. Information on NHTSA Activities

Program enrollees are kept up-to-date on current NHTSA and DOT activities through the newsletter. We believe that publishing information on investigations and research program results is necessary so that the readers can better understand how the NHTSA carries out its responsibilities as mandated by Congress in the Highway and Traffic Safety Acts of 1966. Although, as a rule, the PRP does not receive tangible benefits, i.e., returned parts, as a result of articles of this nature, we believe enrollees are interested in what is accomplished by the PRPs' and other sources' data collections.

4.2 Newsletter Matrix

As an aid in the development of each newsletter, we prepared a series of matrices that depict previously published newsletter articles. (See Table 4-1.) Each matrix identifies first, a specific automotive system, e.g., brakes, steering and then identifies the specific article published by vehicle model year, specific sub-assembly or component, and manufacturer. Finally, the entry on the matrix is recorded by date of publication.

[2] See Supra 1.3.3.

This aid facilitates the newsletter design in that we have a ready reference of previously published articles. The information is valuable in preventing duplication and in initiating follow-up articles.

4.3 Newsletter Production Schedule

A requirement that the Department of Transportation prepare and distribute the PRP News was included in the current contract. Final preparation of the newsletter by NHTSA staff caused a one-month delay in the distribution schedule at the beginning of the contract period. The current schedule requires KSI to deliver a draft copy of the newsletter on the first of the month for distribution on the first of the following month. Early preparation of the draft copy made it necessary for KSI to establish a cut-off date of the twentieth of each month for which the newsletter is reporting. This schedule is satisfactory as long as the newsletter is released on time.

Experience has shown that late distribution of the newsletter has an adverse effect on the number of "first time active" participants. Fewer newly enlisted shops will become active when the newsletter is not issued routinely. It does not appear that sporadic release of the newsletter has any lasting adverse effects on the monthly part count. The monthly part count depends on continued active support of the program on the part of the membership. However, new participants must be brought into the program to replace those older shops that either lose interest or go out of business. It is important, therefore, to increase the number of active participants as well as to maintain the interest of the shops that support the program. A low number of first time active shops will not have an immediate effect on the monthly part count, rather, the effects will be felt later as older active shops drop out of the program. It is imperative that the routine monthly distribution of the PRP newsletter be maintained.

4.4 Copies of the PRP News - FY 1977

Following this section, we have provided photocopies of the ten published PRP News issues. At the time this report was finalized, the two remaining newsletters had not been issued.

Table 4-1

PRP NEWSLETTER ARTICLES
1972 To March 1977

STEERING

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
2-72	'70 Chevy - Steering gear					
4-72	'65 Corvair - ball joint '69 Pontiac - ball joint '60 Roadster - ball joint '64, 66 Chevy - ball joint '65 Cadillac - ball joint	'70 Duster - p.s. pump - pulley '68 Fury - pitman '67 Barracuda - idler arm '65 Chrysler - steering gear housing '66 Barracuda - ball joint	'67 Mustang - ball joint '70 Lincoln - steering gear '70 Torino & Fairlane - ball joint			
7-72			'65 Econoline van - steering gear ball			
10-72		'71-2 Cricket - rack gear	'72 Pinto - lock up			
12-72		'70 Road Runner - Sector shaft				
1-73	'71 Nova - steering worm gear					
3-73	'69 Chevy SW - P.S. hose		'72 Gran Torino } tie rod '72 Montego } sleeve '66 F 100 - steering column flexible coupling			
11-73	'68 Suburban SW - gear '71 GMC PU - tie rod '71 Nova - steering worm gear '71 Vega - steering worm gear '71 Vega - steering gear	'72 Tradesman - steering gear	'71 F-250 - steering gear ball nut			

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
	'69 Camaro - sector shaft					
3-75	GM Passenger - Power steering shaft					
6-75				'74 Jeep - PS pump		
12-75			'75 Maverick - PS pump			
1-76	'72 Buick Estate SW, '74 Impala SW vehicles	steering gear recall 1975 housing (75-0201)	'75 F-250 P.S. hose			
4-76	'72 Catalina, '72 Coupe de Ville steering gear housing '74 Chevy - steering gear box					
5-76				'75 Pacer - steering gear box (c6-22)	Fiat 128 - steering rack bushings	
6-76			'71-5 Capri (6) - steering column flexible coupling			
10-76	'75 Cad. Ambulance - P.S. pump					
11-76	'76 Delta Royale - steering gear		'71 Pinto - steering gear	'66 Jeep - steering box mtg. '75 Hornet - P.S. hose		
12-76	'75 Series 30 Van - Steering gear					
1-77		'75 Maxivan - tie rod				
2-77	'74 Camaro - Str. pinion gear					

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
4-72	'66 Olds Vista Cruiser - control arm '69 Delta 88- control arm		'69 Ford - control arm			
7-72			'65 Fairlane - rear axle			
12-72			'71 Country Squire } axle '71 Ford Sedan } axle			
3-73			'71 LTD - coil spring			
10-73	'71 Monte Carlo } ball joint '69 Lemans } ball joint		'71 LTD - ball joints			
1-74			'64 Comet - control arm '69 Fairlane - control arm '60 Falcon - control arm '71 Rancero - control arm			
12-74					Datsun 510 - transverse rod	
6-75					172 Spitfire - verticle link	
4-76	'66-'71 Lt. Trks. - control arm C3-34					
7-76			'74 E100 - axle			
1-77					'75 VW Rabbit - control arm '75 Spitfire - axle (2)	
2-77			'71-7 Capri (C4-10) - stabilizer bar			

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7-72			'69 Mustangs - spindle			
1-73	'66 Caprice - spindle					
6-73	'68 C-30 - studs					
4-74	'73 Centurian - spindle '73 Impala - wheel bearing					
8-74					'71 Carona- wheel	
10-75					Toyota - wheel	Radial Tire
11-75	'63-74 Corvette - wheel bearing (case 5-01) Kelsey Hayes wheels '66-'65					
12-75		'73 Dodge Van - wheel				B. F. Goodrich Space Saver Radial Tires - Firestone 500
1-76						Goodyear Custom Steelguard recall 76Y-002
3-76	'75 Coupe de Ville - wire wheel					
4-76						Tire Construction
8-76					Pivilli Tires	
11-76						Firestone 500 Steel Belt Radia

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
12-76						Tru-Spoke Wheels recalled
2-77	'75 Delta 88/Cutlass/ Cadillac/Caprice - bearing & spindle					Firestone 500's recall BUS spindle failures Goodyear tread

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers				
Month/Year	General Motors	Chrysler	Ford	AMC	
2-72	'69 Buick/'70 Olds - vacuum booster check valve '62 Cadillac - brake line	'70 Plymouth - master cylinder	School Bus - brake line '67 Ford - booster '68 Ford - shoe		
4-72	'71 Cutlass - brake line		'71 Fairlane/'70 Torino/ '69 Mercury - master cylinders '67 Ford - brake line '68 Cougar - brake hose		
4-74			'70 Mustang - wheel cylinder		
7-72	'71 Catalina - caliper piston '67 LeSabre/'65 Tempest '70 Olds 98 - Vacuum booster valve	'70 Charger - caliper piston	'70 Squire - caliper piston		
10-72	'71 Olds Delta 88/'65 Skylark SW - brake line				
12-72	'69 Chevy - brake relining Vega - caliper	'70 Coronet SW - brake lock - up '71 Coronet Custom - brakes sticking			
5-73	'69 Ambulance - brake drum (2)				
10-73	'65 SS - bent brake shoe				
11-73			'72 Pinto - brake disc rotor		
1-74	'73 Cadillac - brake line				

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
4-74	'73 Impala- brake booster					
8-74			'67 Continental- brake tubing			
9-75			'70 Falcon- master cyl.			
11-75					Renault 10- brake valve	
2-76				'74-'75 Matador recall- boosters (76-0021)		
4-76						Brake hoses too short
5-76					Datsun- brakes pull	
6-76			'74 Torino- brake pedal			
7-76	'70 Chevelle Malibu- master cylinder					
8-76			'67 Mustang- brake pedal		'71-'72 Datsun 510-break fluid leak	Brake fluid pressure warning
10-76			'74 Elite- brake caliper			
12-76	'73 3/4 Ton- brake hose		'67/'69 Mustangs- pedal bracket			Brake drums & rotors Schedule brake line corrosion
1-77			'75 Continental- rear brake line			
2-77	'71-'72 Cadillac- Brake hose					

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
3-77		'73-'75 Dodge Pick-ups-brake hose		'70-'76 Hornet/Gremlin-brake line		

PRP NEWSLETTER ARTICLES

1972 To March 1977

ENGINE

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
2-72		'69 Chrysler - engine mount	'69 Mercury, '70 Ford - engine mount			
2-76	'71 Vega - Radiator Fan					
3-73		'71 Dart - engine fire				
10-73		'68 Barracuda - engine mount				
11-73			'69 Thunderbird - fast idle cam			
1-74			'72 Mercury, '72 Custom, '71 Mustang - Radiator Fan			
12-75			'65-'70 Fairlane, Falcon, Comet, Ranchero, Montego - engine mounts			
7-76	'65-7 Wildcats/Electra/'70 Cadillac - engine mounts					
2-77	'65-'75 Chevy - Water pump					
3-77	'66-'72 Pontiac - timing gear					

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
4-72	'70-'71 Impala - exhaust pipe					
1-73			'69 Fairlane '66 Country Squire } exhaust pipe			
6-73		'72 Dart '73 Chrysler } exhaust manifold				
10-73			'72 Continental '66 Ford SW } accelerator cable			
8-74			'69 Torino - throttle			
12-74					Datsun fuel filter	
3-75			'68 Ford SW '72 Cougar '69 Ford Sedan '68 Custom 500 '71 Capri '72 Ford '71 Cougar '72 LTD } accelerator cables			
6-75					IHC '72 fuel fill pipe Datsun 240 Z - fuel fill pipe	
9-75	'64 Pontiac/'69 Chevy (2) - carburetor					
11-75	'76 Camaro - fuel line					
12-75					Datsun PL510 - fuel tank plug	

PRP NEWSLETTER ARTICLES
1972 To March 1977

FUEL SYSTEM CONT.

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
1-76						Quadrajet fuel inlet plug
3-76					Datsun 510 - fuel filler hose C4-34	
4-76					Bosch fuel injection (Renault 17)	
9-76	'65-'66 Chevy/Buick - carburetor plug				Honda Cycles CB500 - gas cap Fiat fuel filler hose - '72 124/'73 128	
10-76	'71-'76 Cadillac Chassis - fuel tank					
12-76			'76 Pinto/Bobcat/Mustang II - fuel leakage			
2-77			'73-'74 V-8 pollution control			
3-77	'71 Caprice/'72 Nova - accelerator		'75 Granada - accelerator '74 Montego - EGR			

PRP NEWSLETTER ARTICLES
1972 To March 1977

POWER TRAIN

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10-76		Colts & Arrows - drive line				
12-76	'73 Century SW - Converter flex plate					
3-77	'70 Cadillac Ambulance - converter flex plate					

PRP NEWSLETTER ARTICLES
1972 To March 1977

ELECTRICAL SYSTEM

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7-76					'71 Audi - battery	

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10-73	'67 Cadillac- turn signal '71 Chevy- taillight (2)					
12-76				'75 Matador- turn signal		
1-77					'73 Triumph G-6 - headlight switch	

PRP NEWSLETTER ARTICLES
1972 To March 1977

VISIBILITY SYSTEMS

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
4-74		'69 New Yorker - wipers				
7-76			'71-'73 Capri - wipers			
10-76					'76 Harley Davidson Electraglide MC - wind screen	

PRP NEWSLETTER ARTICLES
1972 To March 1977

VENTILATION

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
8-76	air conditioning limiter fuse GMC					

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
6-76				'76 Pacer- recall seat latch 76V079		
7-76					'75 Honda Civic- seat	
3-77			'68-'69 Cougar/Mustang-bucket seats recall			Passive restraint review

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
12-74			'70 LTD- frame '72 Galaxie 500- frame			
9-75			'70-'71 full sized-hood latch C4-07			
11-75			C4-07 cases- hood latch			
6-76					'75-'76 Toyota Corolla SW -frame	

PRP NEWSLETTER ARTICLES
1972 To March 1977

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
2-76						Auto Jack Stands
6-76						Auto Jack Stands
11-76						Auto Ramps
12-76						Timing Lights

parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

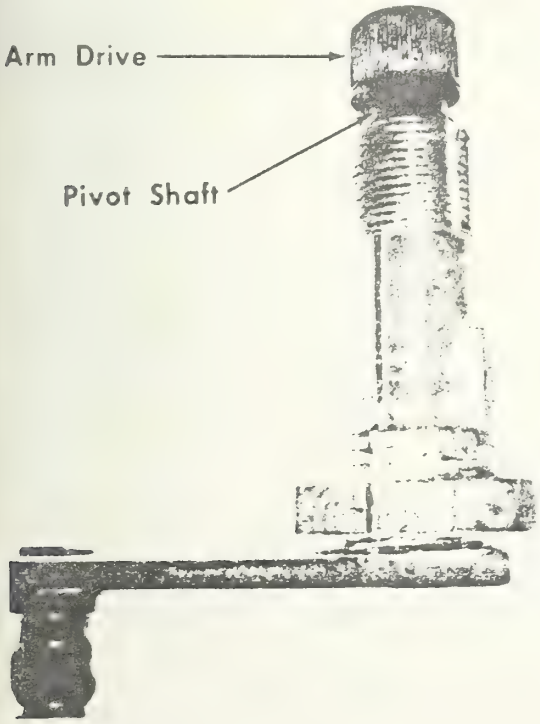
Vol. 2, No. 1 July, 1976

CASE OF THE MONTH

Defective Windshield Wipers on 1971–1973 Mercury Capris

On December 30, 1975, the National Highway Traffic Safety Administration (NHTSA) directed the Ford Motor Company to recall an estimated 185,000 Capri automobiles because of a safety-related defect in the windshield wipers of those vehicles. Information gathered during a defect investigation had shown a tendency for the wiper arm and blade to fly off the pivot assembly without warning. The defect was traced to 1971 and 1972 Capris, and 1973 models built through November 1972.

The defect involves the wiper pivot shaft assembly (see photo) which extends through the windshield cowl panel, and drives the wiper arm and blade across the windshield. The end of the pivot shaft above the windshield cowl is splined, or serrated, and press fitted into the bore of the arm drive. On some 1972 and 1973 models, the pivot shaft also is staked. The wiper arm and blade assembly fits onto the arm drive. When failure by separation of the wiper linkage occurs, the arm and blade assembly often flies off completely as the arm drive separates from the pivot shaft, denoting failure of the interference fit. The pivot shaft splines usually show evidence of severe wear when this type of failure occurs.



Defective windshield wiper found on 1971–1973 Mercury Capris automobiles.

The cars have not been recalled to date, as the NHTSA's directive is being contested in the Federal Courts. We are still actively seeking these failed parts for study. One wiper pivot assembly has been submitted by Tim's Import Sales and Service inHutchinson, Kansas. If any of our Parts Return Program participants know of or encounter other Capri wiper failures, please let us know. Just place the failed parts in one of your return mailbags and send them to us. Thanks!

GM TO RECALL AND PAY CIVIL PENALTY

The Federal Government and General Motors Corp. have settled a suit concerning a possible throttle jamming problem resulting from engine mount failure in certain GM passenger cars.

Under terms of the settlement, and with the consent of the U.S. District Court for the District of Columbia, General Motors has agreed to recall model years 1965 and 1967 Buick Wildcats and Electra 225s, and early production 1970 Cadillacs with cruise control (except Eldorados). There are 209,562 vehicles involved.

The government said that these vehicles, are subject to engine mount failure which may result in sudden throttle jamming and loss of vehicle control, thus creating an unreasonable risk of accident, injury, or death. For owners who respond to the

(Continued on page 2)

GM Recalls (Continued from page 1)

recall notices, General Motors will correct, free of charge, this hazardous condition. General Motors also will pay the government a civil penalty of $95,000.

In December of 1974, the administrator of the tional Highway Traffic Safety Administration (NHTSA) determined that a safety defect existed in model years 1965 through 1968 Buick Wildcats and Electras 225s and early production model year 1970 Cadillacs with cruise control (except Eldorados).

The Administrator ordered General Motors to issue defect notifications to the owners of the vehicles, but in January 1975, GM initially refused to comply with the order. The government then filed suit against the company and GM sued the government, contesting the order to issue defect notifications.

Special thanks to those Parts Return Program shops that submitted failed engine mounts and information related to this case.

ITEMS OF INTEREST

- Mr. Richard Poyourow of RICHARD's AUTOMOTIVE, Los Angeles, California, described a condition he experienced in his 1971 Audi model 100LS. The battery, which is located under rear seat, was charged in excess of sixteen volts. This condition was reportedly caused by a faulty voltage regulator which allowed the alternator to over charge the battery. The battery acid boiled as a result, reportedly releasing explosive vapors into the passenger compartment. Mr. Poyourow reported that both he and his wife suffered irritation of the nose and throat as a result of these vapors.
- Mr. Robert Chester of BOB CHESTER'S AUTO SERVICE in Arlington, Texas, sent in pictures of a 1974 Ford E100 van which had 11,500 miles on it. The left axle tube reportedly separated from the center section of the axle as a result of an insufficient weld. Once the condition was diagnosed, the vehicle was taken to a Ford dealer. Mr. Chester reported that the service manager at the dealership has seen approximately 12 vehicles in the past year with similar failures. However, the majority of these vehicles were reportedly the Ford Elite model.

  Mr. Chester also reported that he finds that most failed GM alternators equipped with internal regulators have either a faulty voltage regulator or a burned out isolation diode (see April 1976 newsletter). He believes that these failures may be caused by over capacity charging, such as running an engine while using jumper cables, or a failing battery which will cause a constant over-charge rate.
- The PRP has received a master cylinder that was removed from a 1970 Chevelle Malibu, which had 47,902 miles on it. The master cylinder reportedly failed when the brakes were applied at a speed of 35 miles per hour. The failure resulted in a two car collision. Mr. John H. Castoe of CASTOE AUTO SERVICE AND ENGINEERING in Tujunga, California reports that the brakes had been checked on the morning of the accident and were found to be in good condition. Mr. Castoe supplied photographs of the Chevelle which sustained $850.00 in damages. Cost of repairs to the second vehicle was not known at the time the master cylinder was submitted.
- Mr. John Gartner of J. GARTNER AUTO SERVICE, Chicago Illinois, reports that many of his customers who use Uniroyal, Firestone, Goodyear, B. F. Goodrich, and General brand steel radial tires have had tire failure as a result of ply separation.
- Mr. Pritzlewitz of PRITZ'S FOREIGN CARS OF COLORADO in Colorado Springs reports finding a 1975 Honda Civic with a broken seat frame (driver's side). The driver reportedly weighed approximately 160 pounds.

DOT TO OPEN NEW TEST FACILITY

Testing of motor vehicles and motor vehicle equipment for possible safety defects is scheduled to begin this fall at a new engineering test facility operated by the U.S. Department of Transportation.

The National Highway Traffic Safety Administration has begun staffing the facility, located at the Ohio Transportation Research Center near East Liberty.

The initial staff of 11, which includes engineers, technicians and clerical support, will be engaged in checking testing equipment and preparing operating procedures. The engineering test facility plans to add 15 to its staff later this year, and maximum staff may reach 56. In addition to leasing the building space, the government will have access to other excellent facilities at the Ohio Transportation Research Center, including a 7½-mile high-speed track, a 2,500-foot skid pad with approaches and return loops, a 50-acre vehicle dynamics area, and a high acceleration crash simulator.

While the work performed at the engineering test facility primarily will involve testing of motor vehicles and motor vehicle equipment for possible safety defects, other work, such as compliance testing, also will be performed as time permits.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During July 1976, nine shops became active participants in the PRP. Four shops have sent in failed parts in consecutive months.

REGION 0

(3) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

* PALMER'S SPRING COMPANY
Providence, Rhode Island

REGION 1

BILL SCHMIDT'S GARAGE
Etna, Pennsylvania

* BOB MASON SUNOCO SERVICE CENTER
East Greenbush, New York

CRANE AUTO REPAIR
Bricktown, New Jersey

* COCHRAN EQUIPMENT COMPANY
Middletown, Delaware

FRANK'S SUNOCO
Wilmington, Delaware

(2) KOLESNIK'S SERVICE STATION
Rochester, New York

(2) LONGBARD'S EXXON STATION
Poughkeepsie, New York

W AND S SERVICE, INCORPORATED
Wilmington, Delaware

REGION 2

AUTO BRAKE CORPORATION
Norfolk, Virginia

REGION 4

* AC BRAKE COMPANY, INCORPORATED
Louisville, Kentucky

AKRON WHEEL ALIGNMENT
Akron, Ohio

REGION 5

* KATON'S GARAGE
Lead, South Dakota

REGION 6

(10) DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

J. GARTNER AUTO SERVICE
Chicago, Illinois

REGION 7

BOB CHESTER'S AUTO SERVICE
Arlington, Texas

REGION 8

* PRITZ'S FOREIGN CARS OF COLORADO
Colorado Springs, Colorado

REGION 9

B. G. TANZIER'S AUTO REBUILD
Belleview, Washington

* GUS COOPER SERVICES, INCORPORATED
Seattle, Washington

* L. A. D. AUTO ELECTRIC
Spokane, Washington

REGION 9A

* CASTOE AUTO SERVICE AND ENGINEERING
Tujunga, California

KALLEN'S GARAGE
Van Nuys, California

RICHARD'S AUTOMOTIVE
Los Angeles, California

WERK BROTHER'S GARAGE
Pasadena, California

NOTE: We need more participating shops. If you know of an idependent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

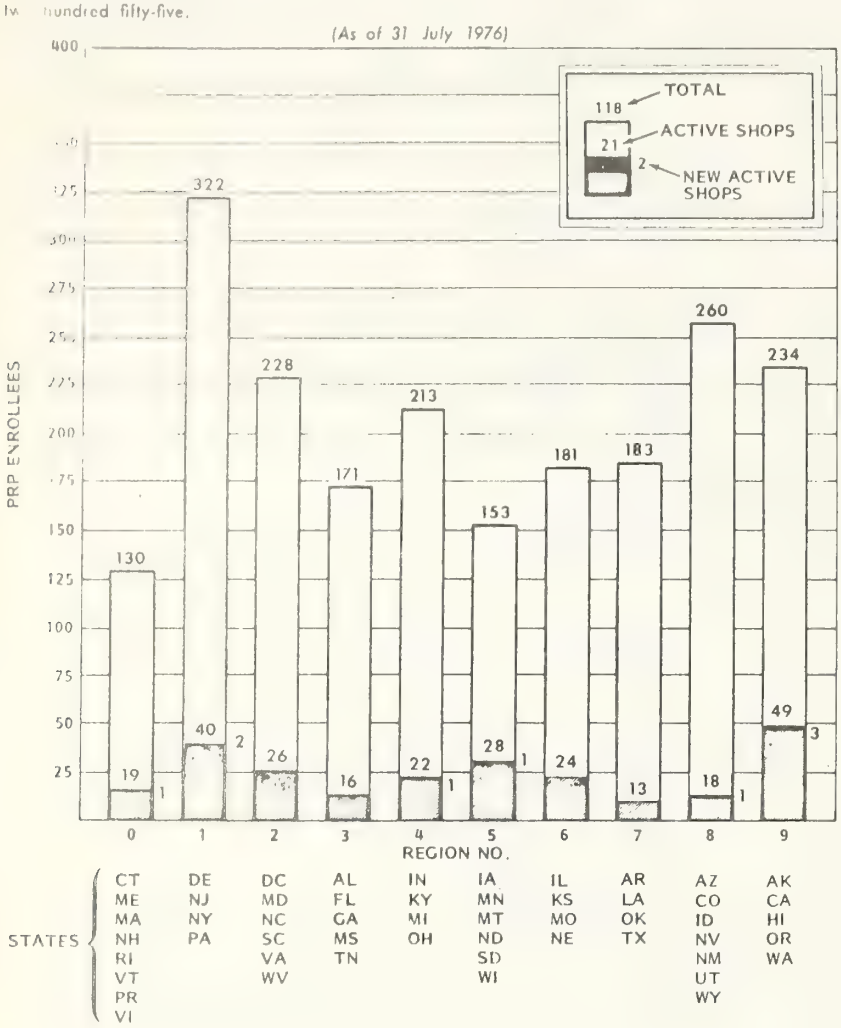
TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527–4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

CURRENT PRP PARTICIPATION

The graph below identifies the total number of active shops within each region for last year only. Two hundred forty-nine shops contributed parts last year. In addition, nine shops joined our active team and sent in a part, bringing the total number of active shops to two hundred fifty-five.

(As of 31 July 1976)



National Parts Return Program

Description and Function

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act of 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 2 August, 1976

BRAKE PEDAL SUPPORT BRACKET

The PRP has received a brake pedal support bracket from GUS COOPER SERVICES, INC., Seattle, Washington. This part, which attaches to the firewall and dash support, was removed from a 1967 Ford Mustang with a mileage of 62,000. The vehicle was equipped with power brakes and an automatic transmission.

The bushing which supports the brake pedal swing shaft on the right side of this bracket is elongated and split (see figure 1). The hole in the bracket thru which the bushing fits is also elongated, approximately ⅜ of an inch, and the bracket has a light coating of rust. Reportedly, the failed bushing can prevent the brake pedal from returning, possibly resulting in brake lock-up, or cause enough resistance to require excessive effort to apply the brakes.

Mr. Tom Young, the service manager at GUS COOPER SERVICES, INC. states that he has seen three other Ford vehicles with similar failures. If your shop encounters such a failure, we would like to hear from you.

RESEARCH ON DURABILITY OF BRAKE FLUID PRESSURE WARNING SYSTEMS

The brake, fluid pressure loss, warning systems in dual hydraulically braked vehicles may be expected to deteriorate with time. Eventually the system may not operate when a leak or rupture occurs in one of the two brake fluid circuits. The NHTSA is currently supporting research to determine the durability of such systems and their modes of failures.

A warning system consists of an illuminated "brake" display sign in the vehicle's instrument panel, a special switch, and a proportioning valve. The switch is operated by *differential* pressure on the ends of a sliding rod. When the brake pedal is pressed and one of the brake lines is open, the rod will be forced to move. It is designed to provide cam operation of the switch which operates the brake warning light (see figure 2).

(Continued on page 2)

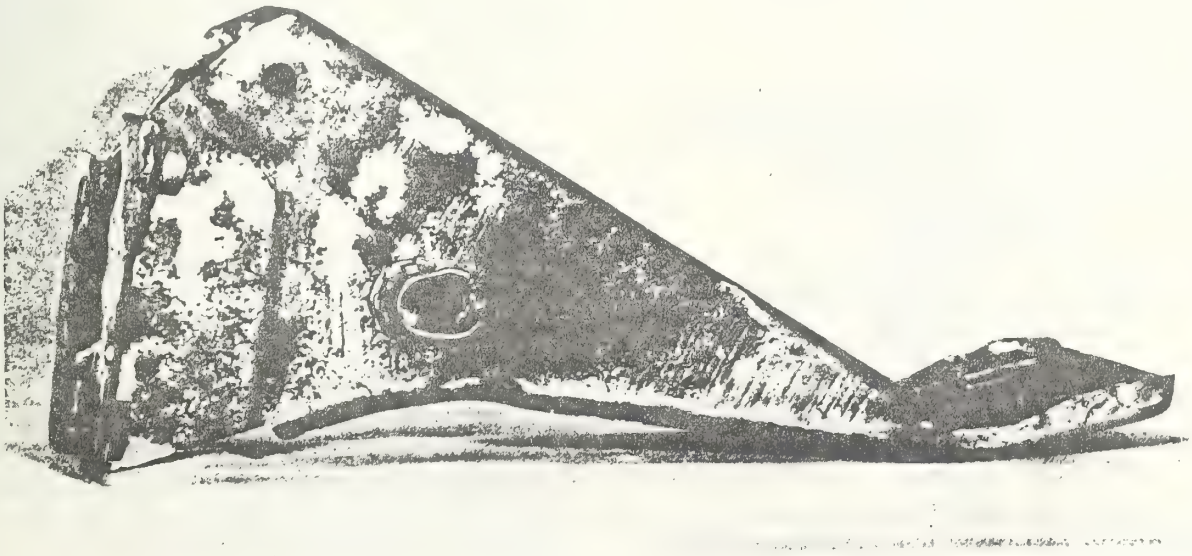


Figure 1

Research (Continued from page 1)

The NHTSA recently sponsored some work involving the inspection of brake fluid pressure warning systems in used passenger cars. Fifty-three 1968–1973 cars of different domestic and foreign models were examined by the Automobile Club of Southern California (ACSC). In eleven of them the brake pressure warning light failed to come on, when the pressure was relieved in one of the two brake lines and the brakes were applied. In five it took two or three brake applications before the switch would operate. In another car, the wire to the switch was not connected.

In four others there were defective or missing light assembly parts. The switch contact in one proportioning valve had a tough black insulating coating that prevented it from making contact.

Follow-up work is being conducted by the ACSC to examine 200 more passenger cars for faulty brake pressure warning systems. The results of that study may indicate the need to inspect, and replace or repair such warning systems at specified times or mileage.

You as participating repairs shops in the NHTSA Parts Return Program can provide additional data on these pressure warning systems. Please send us any failed proportioning valves that you encounter.

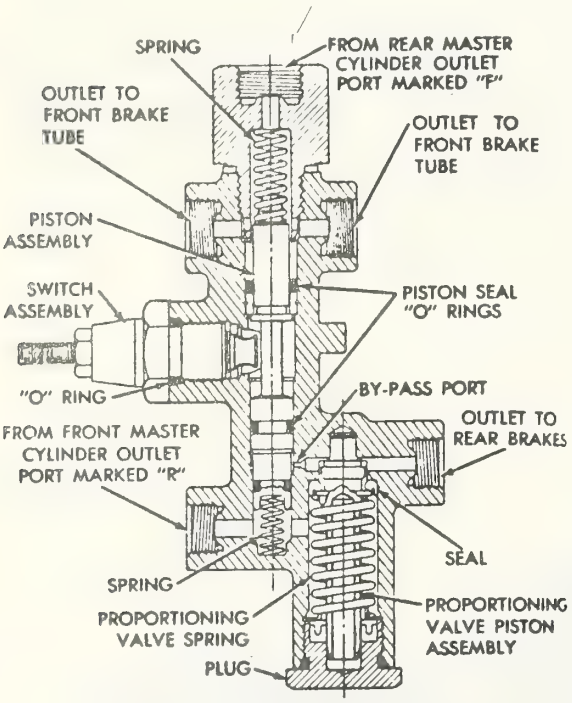


Figure 2

Combination brake warning switch and proportioning valve assembly (sectional)

ITEMS OF INTEREST

- Mr. John Cummins of UNIVERSAL IMPORTS, INC. in Rockville, Md., reports that Pirelli tires which are supplied as original equipment on DeTomaso Pantera's have been discontinued. However, according to Mr. Cummins, the 235 x 60 VR 15 for the rear axle and size 215 x 60 VR 15 for the front are comparable. Also, Goodyear Arriva style tires which are supplied as original equipment on other Panteras may still be ordered from Goodyear stores. Mr. Cummins also reported receiving a new 1976 BMW model 2002, with original equipment tires and wheels, on which the tire scraped the fender when turning. The wheels are reportedly of a new design this year, which may be causing the interference. The PRP would like to know if your shop has encountered similar conditions on vehicles.
- As reported in the June issue of the PRP Newsletter, Mr. Julius Meisner of BRANCH AUTO PARTS in Albany, New York, reported having difficulty with the braking system on his 1974 Ford Gran Torino. Mr. Daniel T. Walz of LINCOLN SAFETY SERVICE CO., in Lincoln, Nebraska, has suggested that because of the length of time the car was in storage, the seals in the master cylinder may have been affected. The front brake circuit may be bypassing internally causing the abnormal pedal travel. No fluid loss or leakage may be detected. We have passed this information along to Mr. Meisner.
- Mr. Tom Pitre, an automobile mechanics instructor and a member of the California Council for Adult Education, reports repairing a 1971 and a 1972 Datsun model 510. The clutch slave and master cylinders were leaking past the dust boot and into the passenger compartment of each vehicle. Mr. Pitre has also repaired a 1974 Datsun B210 for the same condition. Reportedly, the master and slave cylinders leak as a result of corrosion, causing loss of fluid and clutch operation. Slave cylinder rebulid kits are also hard to find according to Mr. Pitre.
- TOMMY'S AUTO REPAIR in Sioux City, Iowa has sent the PRP six air conditioning thermal limiter fuses removed from General Motors vehicles. Reportedly, when the $2.65 fuse disrupts the current, the fan motor continues to operate and only the compressor stops. According to the shop, 75% of the limiters burn out from small malfunction while the air conditioning system is still intact. TOMMY'S AUTO REPAIR indicates that the limiters should have a higher temperature tolerance or else standard fuses should be used.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During August 1976, eight shops became active participants in the PRP. Four shops have sent in failed parts in consecutive months.

REGION 0

BEN-SAL AUTO SERVICE CENTER, INC.
Hartford, Connecticut

REGION 1

ARTIE'S SERVICE STATION
Lagrangeville, New York

A SAFEWAY MUFFLER SHOP
Albany, New York

BERT'S ARCO STATION
Wilmington, Delaware

EARL R. LAMBERT'S MOBIL STATION
Downington, Pennsylvania

(3) LONGBARD'S EXXON STATION
Poughkeepsie, New York

NEW YORK AUTO REPAIR AND ALIGNMENT
Poughkeepsie, New York

* W. J. KREAN AND SON
Toms River, New Jersey

REGION 2

(2) AUTO BRAKE CORP.
Norfolk, Virginia

MIKE'S SERVICE CENTER, INC.
Winchester, Virginia

MUSTEN AUTO SERVICE
Winston-Salem, North Carolina

UNIVERSAL IMPORTS
Rockville, Maryland

REGION 3

HAGAN SERVICE CENTER
Gainsville, Georgia

IKE'S AUTOMOTIVE MAINTENANCE
Montgomery, Alabama

REGION 4

* AUTO INN GARAGE
South Bend, Indiana

CHESTER BODY AND REPAIR CO.
Cleveland, Ohio

EVAN'S BRAKE SERVICE
Cleveland, Ohio

MASTER TIRE COMPANY
Evansville, Indiana

* WADE'S ALL CAR SERVICE
Lansing, Michigan

REGION 5

DAVE McMILLEN'S AUTO REPAIR SERVICE
Duluth, Minnesota

DAY-NITE AUTO STATION
Kaukauna, Wisconsin

HERFELL'S 66 SERVICE
Sioux City, Iowa

RICHFIELD WHEEL ALIGNMENT
Minneapolis, Minnesota

ROEHL'S BEE-LINE BRAKE AND ALIGNMENT
Appleton, Wisconsin

TOMMY'S AUTO REPAIR
Sioux City, Iowa

YEARIAN'S TIRE, INC.
West Des Moines, Iowa

REGION 6

(11) DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

(2) J. GARTNER AUTO SERVICE
Chicago, Illinois

LINCOLN SAFETY SERVICE CO.
Lincoln, Nebraska

STEELE AUTOMOTIVE SERVICE
Topeka, Kansas

REGION 7

* IRVING RADIATOR AND AUTO CENTER
Irving, Texas

* MOONEY'S WHEEL ALIGNMENT AND BRAKE SERVICE
Oklahoma City, Oklahoma

REGION 8

NATIONAL SAFETY CLINIC AUTO REPAIR
Salt Lake City, Utah

TERRY MOTOR CO.
Beaver, Utah

REGION 9

* AUTOMOTIVE CITY SERVICE CENTER
San Francisco, California

BIG BRAKE OF STOCKTON
Stockton, California

* DANA MEYER FOREIGN CAR SERVICE
Albany, California

SAMO WHEEL AND BRAKE SERVICE
Santa Monica, California

* MR. TOM PITRE
Los Altos, California

VANOWEN BRAKE AND WHEEL
North Hollywood, California

NOTE: We need more participating shops. If you know of an idependent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

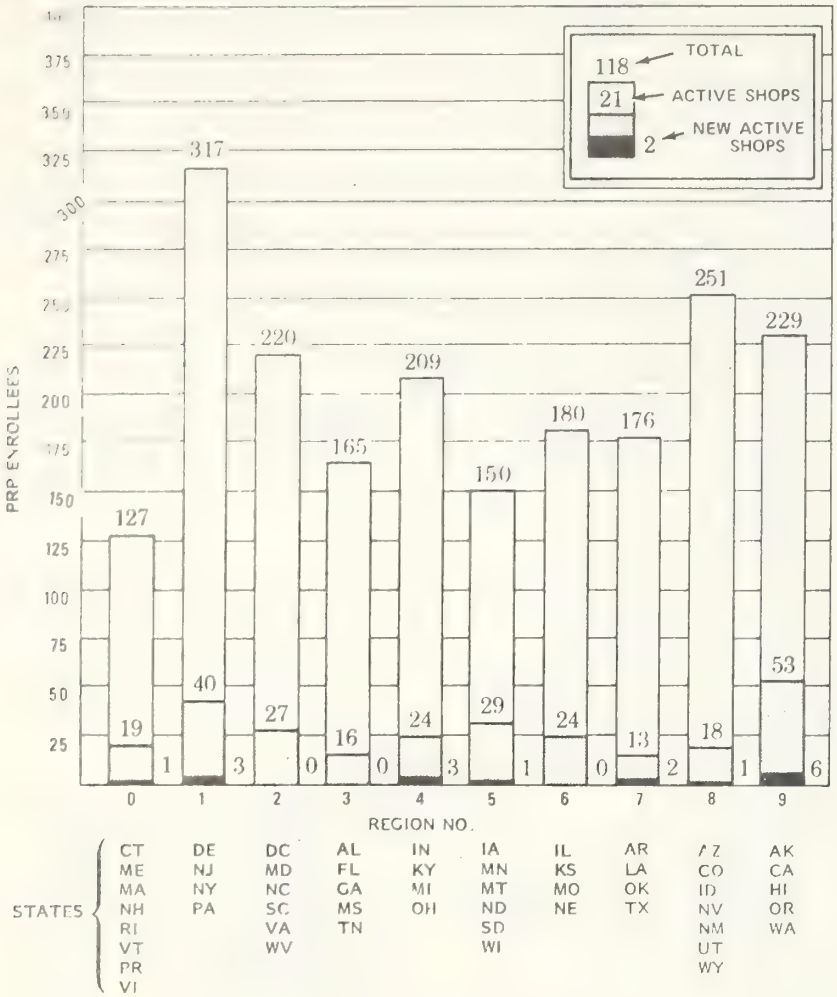
TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527–4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Seventeen shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(As of 31 August 1976)



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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 3 September, 1976

LEAKING HOSES

The PRP has received two fuel tank filler hoses from *Performance Engineering* in Santa Barbara, California. The hoses were removed from a 1972 Fiat model 124 with 66,288 miles and a 1973 Fiat model 128 with 27,001 miles. The filler hose shown (figure 1) was removed from the 1973 model vehicle. Note the cracking of the rubber near the top of the hose which reportedly resulted in fuel leakage. The top of this hose has been expanded slightly to illustrate the extent of the deterioration. The other hose, removed from the 1972 Fiat, exhibits the same kind of deterioration. If your shop encounters this type of failure, the PRP would like to hear from you.

GM ORDERED TO RECALL AND PAY PENALTY

In a significant decision, a federal district court has ordered General Motors Corp. to pay a $400,000 civil penalty to the United States for refusing a federal government order to notify owners of a safety-related defect in certain GM vehicles.

In the ruling handed down on July 23, 1976, Judge June L. Green of the U.S. District Court for the District of Columbia, ordered General Motors to recall 1965 and 1966 Chevrolets, and 1966 Buicks because of a fire hazard caused by faulty carburetor plugs.

An investigation (case no. 132) concluded by the National Highway Traffic Safety Administration in late 1974 found that a safety-related defect exists in those vehicles equipped with Rochester Quadrajet carburetors and manufactured before March 28, 1966.

When GM refused the government's order to issue defect notifications to the owners of the vehicles, the federal safety agency sued the auto manufacturer in January 1975. At the time litigation was initiated, the NHTSA estimated there were 375,000 vehicles manufactured that contained the possible defect. GM told the court there are an estimated 186,000 vehicles with the Rochester Quadrajet carburetor still on the highway.

The government complaint has alleged that an aluminum plug in the carburetor body could work loose from vibration and fuel pressure, causing gasoline to be pumped directly onto the engine, and creating a high probability of fire and an unreasonable risk of accidents, deaths, and injuries. The NHTSA said it had reports of more than 1,000 fires resulting from carburetor plug failure in such vehicles.

The civil penalty was the largest ever assessed against an automobile manufacturer in the 10-year history of the safety agency.

(Continued on page 2)

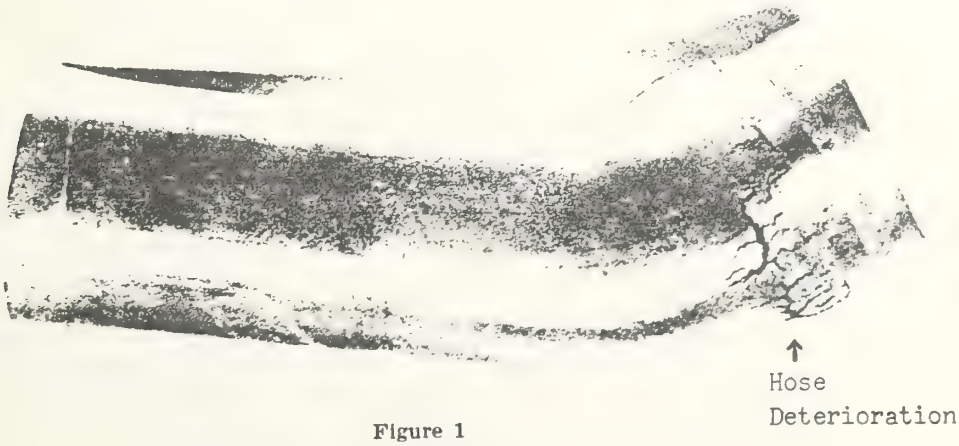

Figure 1

GM (Continued from page 1)

Special thanks to those Parts Return Program shops that submitted components and information related to this case.

September, 1976

To Our Members:

The Parts Return Program has been a success thanks to the voluntary participation of many independent, automotive repair shops. However, the PRP needs the *continuing* participation of its members to sustain this success. Our records indicate that some members have been inactive since July 1, 1974.

We are requesting those shops which have not been active participants to notify us within 30 days whether they are still interested in participating. You may call, write, or send in a failed component. If you are unsure of your status (active or inactive), call or write to ensure your continued receipt of the newsletter. Shops which have never submitted a component and do not respond to this request may be removed from the mailing list.

Our objective is to have you become active in our program. If you do not have a mailbag for submitting components or need further instructions, please contact us today.

Thanks for helping us make this worthwhile program a success.

Very truly yours,

Kappa Systems, Inc.
1501 Wilson Boulevard
Arlington, Va. 22209
Tele. (703) 527-4500

ITEMS OF INTEREST

- In a special public advisory, the NHTSA said it is reactivating its investigation of the gas tank filler caps on Honda motorcycle models CB 350, 450, 500, and 750. This invesigation, which had been suspended for some time, has been reactivated because of a number of recent reports indicating that dislodgement of the gas tank filler cap may result in fuel leakage and the possibility of the gas being ignited.

All motorcycle owners who have experienced gasoline leakage or fires due to dislodgement of their gas tank filler caps, or who have encountered other problems associated with the gas tank or filler cap were requested to report the details of the incident. The NHTSA is interested in learning of such conditions on all motorcycle makes and models.

Reports should indicate the make/model/year of the cycle; the type of problem encountered; whether gasoline leakage was involved and, if so, whether a fire resulted; and whether the problem resulted in an accident involving personal injury or property damage.

- The chart below illustrates the types of components received during the twelve month period from July 1, 1975 to June 30, 1976. Note that almost 25% of these include brake system components.

Vehicle System	*Percent of Total Parts Received*
Braking Systems	24.7
Engine, Transmission and Power Train	20.3
Steering	14.0
Fuel Systems, Carburation and Exhaust	13.3
Suspension, Wheels and Tires	13.0
Electrical Systems, Lighting and Communications	10.3
Other	4.4
	100.0

- We want to remind our members of the importance of submitting components on a timely basis. We note that in some instances components have not been submitted to the PRP until months after being removed from the vehicle. This can make it difficult to obtain necessary follow up information from the vehicle owner, as well as the involved shop. If an inadequate supply of mailbags is a factor, please let us know.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During September 1976, twelve shops became active participants in the PRP. Eight shops have sent in parts in consecutive months.

REGION 0

ABBOTT'S GARAGE
South Norwalk, Connecticut

CLARK'S SUNOCO SERVICE STATION
West Haven, Connecticut

HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

* SPARKY'S AUTO SERVICE CENTER
New Bedford, Massachusetts

* TECHNICAL CAREERS INSTITUTE
Milford, Connecticut

* WINSLOW'S MOBILE
Gorham, Maine

REGION 1

* DELL'S GARAGE
Rensillat, New York

FLETCHER MOTORS
Ambler, Pennsylvania

KOLESNIK'S SERVICE
Rochester, New York

(4) LONGBARD'S EXXON
Poughkeepsie, New York

* MIDAS MUFFLER
Pennsauken, New Jersey

W & S SERVICE, INC.
Wilmington, Delaware

* WOODY'S GARAGE
Montoursville, Pennsylvania

REGION 2

(3) AUTO BRAKE SHOP
Norfolk, Virginia

(2) UNIVERSAL IMPORTS
Rockville, Maryland

REGION 4

(2) AUTO INN GARAGE
South Bend, Indiana

* DEKORVER BROS. AUTO SUPPLY
Wyoming, Michigan

(2) MASTER TIRE COMPANY
Evansville, Indiana

MAY'S SERVICE CENTER
Mansfield, Ohio

REGION 5

CENTRAL PARK SERVICE STATION
Kenosha, Wisconsin

JOE'S AUTO SERVICE
Appleton, Wisconsin

* STATEWIDE INSURANCE INVESTIGATION
Appleton, Wisconsin

(2) TOMMY'S AUTO REPAIR
Sioux City, Iowa

REGION 6

* AA AUTO & TRUCKING SERVICE
Chicago, Illinois

AUTO HOSPITAL
Lincoln, Nebraska

REGION 7

* ABILENE PIT STOP, INC.
Abilene, Texas

FUSELIER'S AUTO SERVICE
Lake Charles, Louisiana

REGION 8

ALPINE AUTOMOTIVE SERVICE
Lakewood, Colorado

BUD'S GARAGE
Pueblo, Colorado

MR. BRAKE
Salt Lake City, Utah

REGION 9

STOP AND GO AUTOMOTIVE
Portland, Oregon

WEBB & ANDERSON
Salem, Oregon

REGION 9A

(2) AUTOMOTIVE CITY
San Francisco, California

MIDAS MUFFLER SHOP
Bakersfield, California

* PERFORMANCE ENGINEERING
Santa Barbara, California

TONY'S AUTO REPAIR
San Francisco, California

NOTE: We need more participating shops. If you know of an independent repair facility in your area who you think might want to help out this program, please send their name and address to us. Thanks.

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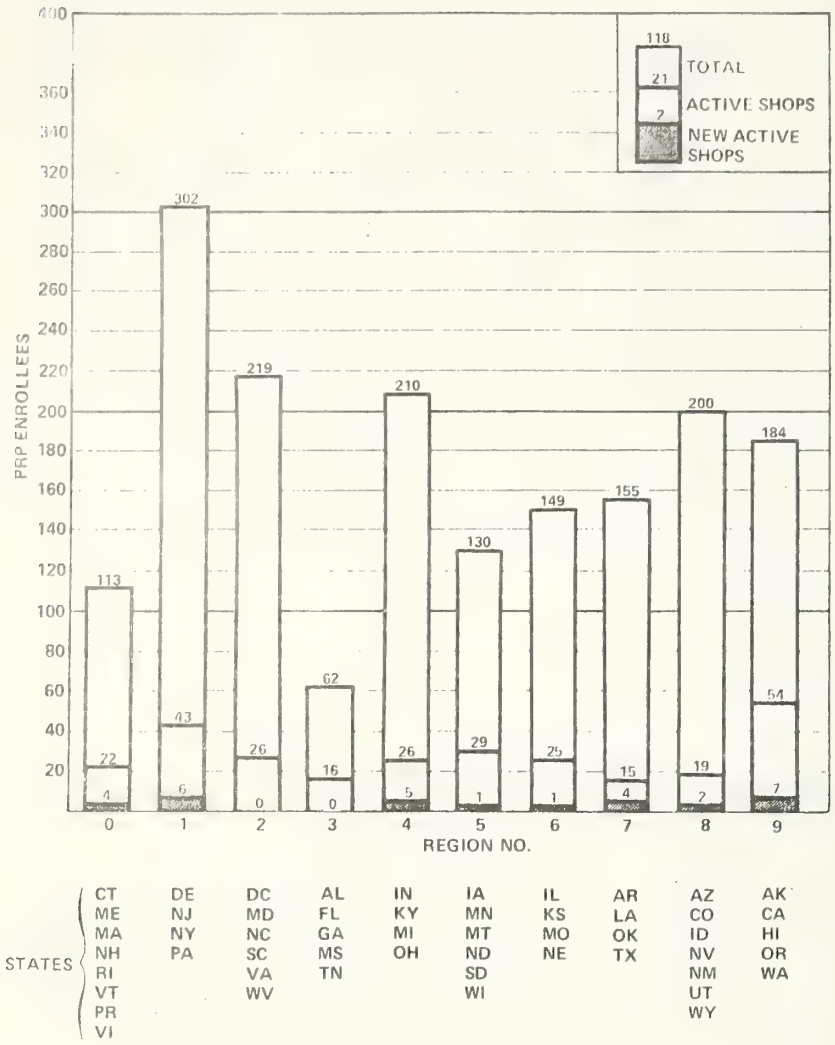
(As of September 1976)



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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 4 October, 1976

COURT UPHOLDS RECALL OF 1968 & 1969 MUSTANGS AND COUGARS

Judicial support for the safety defect recall of an estimated 500,000 1968 and 1969 Mustangs and Cougars was gained recently in a ruling issued by the U.S. District Court for the District of Columbia.

Judge George Hart upheld a recall order issued against the Ford Motor Co. more than a year ago by the National Highway Traffic Safety Administration. The agency determined that a safety defect existed in the seat back pivot pin brackets of both front seats of the vehicles involved. Failure of the brackets can cause sudden partial collapse of the front seat backs, resulting in loss of vehicle control and possible accidents and injuries, according to NHTSA.

Ford's contention that the failures did not pose an unreasonable risk to the public, was rejected by Judge Hart who characterized the problem as a "severe threat to motor vehicle safety," which if uncorrected, could lead to accidents, injuries or fatalities in the future.

The testimony of more than 40 owners of the affected cars shows a record of some collisions and injuries as a result of seat back failures, the court said, and many cases of loss of control for periods of up to 30 seconds, at speeds ranging up to 60 miles per hour.

Ford's own testimony conceded that at least 11,000 such seat failures were reported during the initial warranty periods for the cars, and that the failures continued through 1975, Judge Hart stated. The manufacturer also had not contended that the pivot pin brackets were not continuing to fail or would not fail in the future.

Ford indicated that complying with the order would cost several millions of dollars, but it was not known whether the manufacturer will appeal the District Court ruling.

ELEVEN SHOPS TO RECEIVE AWARD

Eleven shops have been selected to receive a Certificate of Appreciation (Figure 1) from the Administrator of the National Highway Traffic Safety Administration for their outstanding participation in the Parts Return Program (PRP). This is the third year for which shops have been selected to receive the certificate. Shops were selected this year according to the number of failed, safety-related automotive components which each has submitted to the PRP during the twelve month period ending June 1, 1976. Shops receiving the award this year are:

AUTO BRAKE CORPORATION
Norfolk, Virginia

AUTO HOSPITAL
Lincoln, Nebraska

BEREA AUTO SERVICE
Greenville, South Carolina

BERT'S ARCO STATION
Wilmington, Delaware

DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

EUROPEAN MOTORS LTD.
Washington, D.C.

ISE AUTOMOTIVE SERVICE
Hollywood, California

KOLESNIK'S SERVICE STATION
Rochester, New York

PARK AUTO REPAIR
Chicago, Illinois

TIM'S IMPORT SALES AND SERVICE
Hutchinson, Kansas

We are especially proud of these shops and would like to extend our congratulations. Thank you for your efforts during the year.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Certificate of Appreciation

Awarded to

Auto Brake Corporation

FOR DEDICATED EFFORT TO IMPROVE AUTOMOTIVE SAFETY THROUGH OUTSTANDING COOPERATION IN THE

PARTS RETURN PROGRAM

FOR THE YEARS 75-76

4-37

COLTS AND ARROWS RECALLED BY CHRYSLER

Chrysler Corporation is recalling 718 Dodge Colts and Plymouth Arrows because there is a possibility that the driveline dynamic vibration dampers are subject to failure as a result of design structural inadequacy. The damper support bracket is mounted to the transmission extension, and should the failure occur, the detached part could create a hazard to other vehicles if it were to land on the roadway. Vehicles affected by this recall are those 1976 models manufactured from April thru June, 1976, and equipped with 1600 CID engines and automatic transmissions. The correction involves replacing the existing damper with a previously used two-piece damper and will be made free of charge to the owner.

CRACKED CALIPER HOUSING

The PRP has received a disc brake caliper from a 1971 Ford Elite with 26,000 vehicle miles. As shown in Figure 2 the caliper housing is cracked

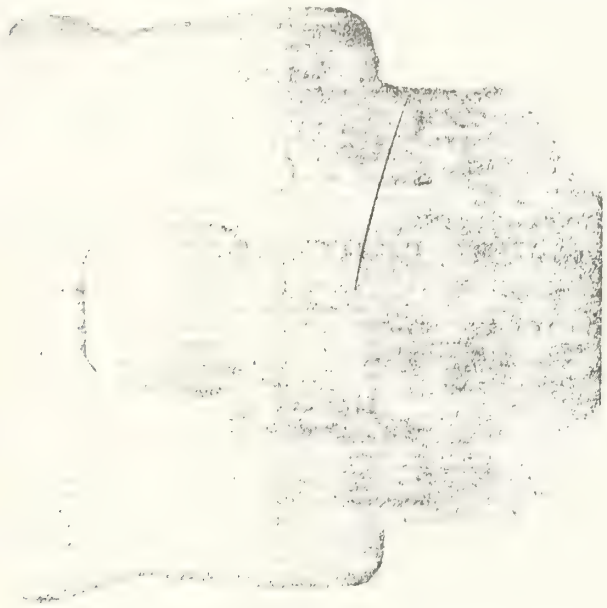
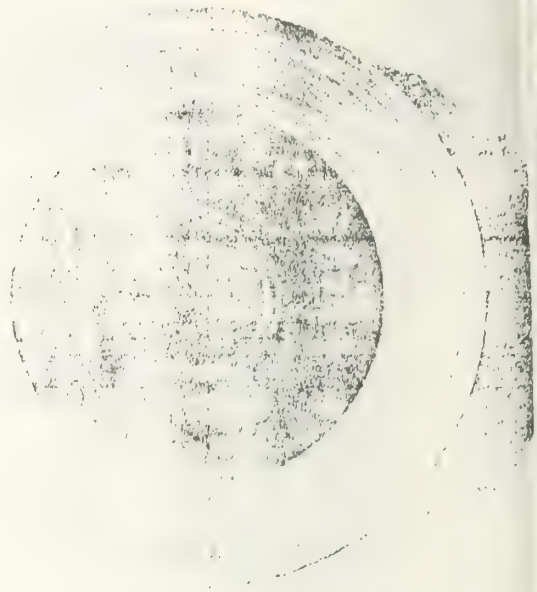


Figure 2

directly above the location of the inner pad. The 2½ inch long crack extends from the hole in the center of the housing to the outside edge and completely through the metal.

The brake rotor was also returned (Figure 3). The braking surface on the rotor has been scored by the worn pads. EVAN'S BRAKE SERVICE in Cleveland, Ohio submitted the failed parts.

The PRP has received many scored drums and rotors from shops as a result of the Wanted Poster in the PRP News of June, 1976. The scored rotor shown in Figure 3 is typical of those that have been received. The parts are now being reviewed for use in the NHTSA test program. The PRP certainly appreciates this excellent response from our members. Keep up the good work, more parts are needed.



National Parts Return Program Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists. The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.
- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

OUTSTANDING SHOPS

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REGION 0
CAMBRIDGE BRAKE SERVICE
Cambridge, Massachusetts
(2) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts
*WAKEFIELD BRAKE CO.
Wakefield, Massachusetts

REGION 6
(2) AUTO HOSPITAL
Lincoln, Nebraska
DUTCH'S AUTO REPAIR
St. Louis, Mo.

REGION 5
FELD GARAGE, INC.
Kenosha, Wisconsin
FRERICH'S GARAGE
Sioux City, Iowa

REGION 4
EVAN'S BRAKE SERVICE
Cleveland, Ohio

REGION 9
*CLYDE'S CHEVRON SERVICE
Mercer Island, Washington
DOYLE AUTOMOTIVE SERVICE
Seattle, Washington
L.A.D. AUTO ELECTRIC
Spokane, Washington

REGION 1
GORDIE'S AUTO SERVICE
Westchester, Pennsylvania
JOHN'S BODY SHOP
Binghampton, New York
(2) KOLESNIK'S SERVICE STATION
Rochester, New York
(5) LONGBARD'S EXXON STATION
Poughkeepsie, New York
NEW YORK AUTO REPAIR AND ALIGNMENT
Poughkeepsie, New York
SASSAMAN & BURDEN AUTO SERVICE
Temple, Pennsylvania
(2) WOODY'S GARAGE
Montoursville, Pennsylvania

REGION 9A
(3) AUTOMOTIVE CITY SERVICE CENTER
San Francisco, California

CASTOE AUTO SERVICE & ENGINEERING
Tujunga, California
ISE AUTOMOTIVE SERVICE
Hollywood, California
(2) MIDAS MUFFLER SHOP
Bakersfield, California

REGION 2
(4) AUTO BRAKE CORP.
Norfolk, Virginia
JACK STOLTZ'S GARAGE
Winston-Salem, North Carolina

REGION 8
PRITZ'S FOREIGN CARS OF COLORADO
Colorado Springs, Colorado

*SCOTTSDALE AUTOMOTIVE SPECIALISTS
Scottsdale, Arizona

REGION 7
*B & N AXLE SERVICE
Austin, Texas
*CHESTER'S GARAGE
Pine Bluff, Arkansas
TOMMY'S AUTOMOTIVE
San Angelo, Texas

REGION 3
AUTOMOTIVE MAINTENANCE, INC.
Sarasota, Florida
HAGAN SERVICE CENTER
Gainsville, Georgia

ITEMS OF INTEREST

- The PRP has received several comments from shops stating that the only failed parts they have received are those that we have covered in the newsletter or failures of which the PRP is already aware. We would like to take this opportunity to say that we are interested in any automotive parts which exhibit a safety-related defect in design, materials, construction, or performance, and particularly, those which support an ongoing NHTSA investigation of an alleged safety-related defect. The Defects Investigatory Cases Report, which is mailed to PRP members periodically, lists these open investigations. If your shop needs a copy, drop us a line and we will mail you one. If you are in doubt as to whether a part is safety-related, send it in and we will resolve the question here.
- The owner of a 1976 Harley-Davidson model FLH Electra-Glide has reported that the wind screen broke-off completely on two occasions while he was driving on an interstate highway. The PRP would like to hear from your shop if you know of a similar failure.
- JOHN'S BODY SHOP in Binghamton, New York reports finding a 1968 Buick and a 1970 Chevrolet where the chassis side frame rail was split near a rear wheel housing. This reportedly caused excessive movement of the rear axle assembly and resulted in the loosening of the drive shaft.
- AUTO HOSPITAL in Lincoln, Nebraska, reports repairing a 1976 Cadillac ambulence where the power steering pump was mounted 1½ inch from the exhaust manifold, causing excessive heat build-up in the pump and hoses. The shop also reports finding a 1975 and a 1976 Superior ambulance manufactured on a Cadillac chassis, where the rear suspension was over-loaded and could allow the fuel tank to drag on the pavement. In June, 1976, 1971–76 model Superior ambulances and funeral car bodies mounted on Cadillac chassis were recalled. The recall was for the possibility that the fuel-tank hanger strap restraining brackets may fail when subject to an unusual loading condition. Occurrence of the condition could result in loss of the fuel tank and result in a fire. Two such incidents occurred at the time of the recall.
- In response to an Item of Interest in the August issue of the PRP News, Mr. Pritzlewitz of PRITZ'S FOREIGN CARS, Colorado Springs, Colorado, reports that the Datsun owner's manual calls for a clutch fluid replacement every six months. Mr. Pritzlewitz states that the clutch sleeve and master cylinders will leak at the seals unless this maintenance is performed.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 5 November 1976

POWER STEERING HOSE FAILS

The high pressure power stering hose that is shown was sent in by WINSLOW'S MOBILE STATION in Gorham, Maine. The hose was removed from a 1975 AMC Hornet Sportabout with a mileage of 35,070. As indicated in the photograph, a two inch section of the rubber surface on the hose has cracked and fallen off. This reportedly resulted in a loss of power steering. The NHTSA has received two other similar reports involving 1975 AMC Hornets. In those two cases engine compartment fires were reported as a result of hose deterioration and power steering fluid leakage. The NHTSA is analyzing the reports. If your shop knows of similar failures, the PRP would like to hear from you.

Figure 1

STEERING COLUMN FAILS

The photograph below shows a steering column, lower shaft assembly that was removed from a 1971 Ford Pinto. Vehicle mileage was 61,174. The assembly was sent to the PRP by ROEHL's BEE LINE BRAKE and ALIGNMENT in Appleton, Wisconsin. The flexible portion of the shaft consists of twined metal wire covered by a rubber boot. In the area shown on the photograph some of the wire strands are unraveled and broken. The failure reportedly resulted in complete loss of steering. There is no evidence of rust or corrosion. If your shop knows of any similar failures, the PRP would like to hear from you.

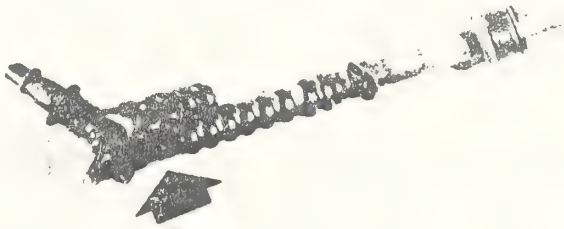

Figure 2

AUTO RAMPS FAILED NHTSA TESTS

Vehicle owners, mechanics and auto service personnel were warned in a federal Consumer Protection Bulletin recently that certain models of portable auto ramps—widely used to support motor vehicles during repair and maintenance operations—may collapse if used in accordance with their manufacturers' weight capacity ratings.

The National Highway Traffic Safety Administration (NHTSA) tested 11 auto ramp models which represented the products of six different manufacturers. NHTSA identified four of these models which collapsed under their rated capacities.

All four ramp models failed the first of four tests conducted by the NHTSA on all of the models selected for testing. With a pair of selected ramps aligned in parallel on a level surface, the ramps failed to support a vehicle of axle weight matching

the model's rated capacity, when the vehicle was slowly driven on and off the ramps, 10 times.

Failing this test were the following models: Petersen Industries, Inc. ramp models of 30–2225 and 30–2010, rated at 5,000 pounds per pair and 4,000 pounds per pair, respectively; and Mark Fore-Vatco's models CR–1 and R–75, rated respectively at 7,000 and 6,500 pounds per ramp-pair.

Owners and users of these auto ramps should know that Petersen Industries has redesigned its ramps to provide a carrying capacity equal to their rated capacities under all conditions of NHTSA's test procedures, and has established a proper rating for earlier ramp models. New rating labels will be sent to all owners of both models cited, upon written request. The revised capacities for models 30–2225 and 30–2010 are 4,500 and 3,500 pounds per pair, respectively.

Mark Fore-Vatco has re-rated its models CR–1 and R–75 and will provide to all owners requesting them, new rating labels. The new ratings will indicate the above models may safely be used, in pairs, to support front or rear axle loads of vehicles with a gross weight not exceeding 7,000 pounds and 6,500 pounds, respectively. Since new rating labels will be supplied for both models, owners should be sure to specify the Mark Fore-Vatco model owned.

New labels for Petersen ramps may be requested from Petersen Industries, Inc., 400 Wheeler Avenue, Fredonia, Wis., 53021. New Mark Fore labels are available by writing to Mark Fore-Vatco Industries, 109 Brookline Avenue, Boston, Mass., 02215.

NHTSA has also warned that reports of failures have been received from users of Sears, Roebuck ramp model 1230, but that the model has not been manufactured for two years and was not subjected to federal testing. A Sears ramp model 1232, which is nearly identical except for the addition of two horizontal braces, has passed NHTSA testing, however. Inquiry with respect to model 1230 is continuing with the manufacturer—Kar Rite Corporation—to determine whether or not this discontinued model was defective as manufactured.

Manufacturers do not always make clear whether the rated ramp capacity, as printed on ramp cartons or paste-on stickers, refers to a single ramp, a pair of ramps, to a single axle weight or to gross vehicle weight. The user should always assume that ramp ratings refer to ramp pairs, and should take special care to note whether the rating refers to axle weight or gross vehicle weight. When in doubt, assume the rating refers to gross vehicle weight.

NHTSA offers the following rules for safe use of portable auto ramps:

1. Know the load to be supported and the ramps' capacity. DO NOT OVERLOAD.
2. Use auto ramps only in pairs.
3. Use only on level paved surfaces; avoid glazed surfaces.
4. Position ramps parallel to vehicle's direction spaced so vehicle tires will travel the center of both ramp channels.
5. Keep bystanders clear of ramps when driving on or off of ramps.
6. Drive on or off ramps slowly.
7. While vehicle is positioned on ramps for service or repair, transmission should be in "Park" gear and the parking brakes set.
8. Wheels remaining on pavement should be blocked against any movement, forward or backward.

We are interested in hearing from ramp owners or users who may have experienced an auto ramp failure, collapse, etc. Such reports should include the identity of the ramp manufacturer, ramp model number, type of vehicle involved, date of ramp purchase, and the consequences of the failure.

POWER STEERING GEAR CRACKS

BEACON AUTO BODY in Pennsauken, New Jersey sent in the power steering gear that is shown. The gear was removed from a 1976 Oldsmobile Delta Royals with mileage of 7,413. As indicated in the photograph, the end of the gear housing is cracked. The crack extends about ⅓ of the way around the gear housing circumference. The end plate and snap ring are also shown. The vehicle reportedly struck a pole after the owner made a sharp right turn to avoid a bicyclist. There is no evidence of external damage to the gear housing.

Figure 3

TELEPHONE CALLS

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REGION 6
A A AUTO & TRUCK SERVICE, INC.
Chicago, Illinois

REGION 5
*CLEMEN'S AUTO REPAIR
Racine, Wisconsin
DAY-NITE AUTO STATION
Kaukauna, Wisconsin
*ED & WALLY'S, INC.
Kenosha, Wisconsin

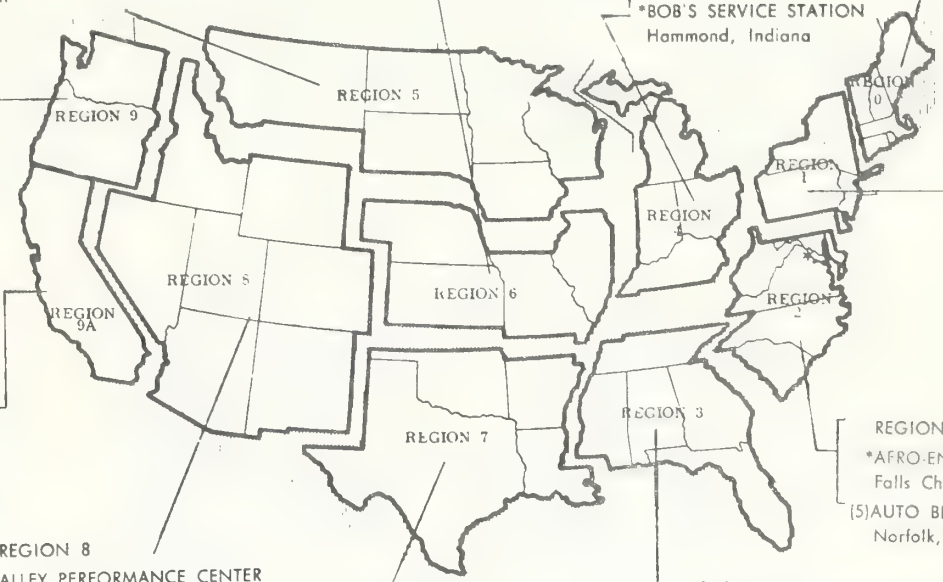
JOE'S AUTO SERVICE
Appleton, Wisconsin
McMILLEN'S AUTO REPAIR SERVICE
Duluth, Minnesota

(3)AUTO HOSPITAL
Lincoln, Nebraska
*CAPITAL AUTOMOTIVE
Lincoln, Nebraska
DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

REGION 4
*BOB'S SERVICE STATION
Hammond, Indiana

REGION 0
*BOTHEL'S GARAGE
Cape Elizabeth, Maine
(3)HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

REGION 9
(2)DOYLE AUTOMOTIVE SERVICE
Seattle, Washington
*STOP & GO BRAKE & WHEEL SERVICE
Portland, Oregon



REGION 1
*BEACON AUTO BODY
Pennsauken, New Jersey
BERT'S ARCO STATION
Wilmington, Delaware
*D & Z ATLANTIC
Cornwall Heights, Pennsylvania
FLETCHER MOTORS
Ambler, Pennsylvania
(3)KOLESNIK'S SERVICE STATION
Rochester, New York
(6)LONGBARD'S EXXON STATION
Poughkeepsie, New York
*SEMPERIT OF AMERICA, INC.
Northvale, New Jersey

REGION 9A
(4)AUTOMOTIVE CITY SERVICE CENTER
San Francisco, California
*DISC AND DRUM BRAKE CENTER
Santa Ana, California
(2)ISE AUTOMOTIVE SERVICE
Hollywood, California
*LEONARD'S SERVICE
Los Angeles, California
*MAURICE'S AUTOMOTIVE
Hollywood, California
VANOWEN BRAKE & WHEEL
North Hollywood, California

REGION 2
*AFRO-ENGINEERING
Falls Church, Virginia
(5)AUTO BRAKE CORP.
Norfolk, Virginia

REGION 8
*ALLEY PERFORMANCE CENTER
Colorado Springs, Colorado
*JOHN'S GARAGE
Nampa, Idaho

REGION 7
*FIFTH STREET AUTOMOTIVE
Tyler, Texas
*LEXINGTON BRAKE
Lexington, Texas
*PEARSON'S GARAGE
Port Arthur, Texas
(2)TOMMY'S AUTOMOTIVE
San Angelo, Texas
*TOM'S SOUTHSIDE ALIGNMENT & REPAIR
Arlington, Texas

REGION 3
*AUTO SAFETY SERVICE, INC.
Oakland Park, Florida
(3)HAGAN SERVICE CENTER
Gainsville, Georgia
*SUNRAY OIL & GAS
Tampa, Florida

ITEMS OF INTEREST

- The PRP is interested in obtaining specific information on failed, rebuilt automotive parts. Items such as brake master cylinders, wheel cylinders, and shoes that are improperly rebuilt and give unsatisfatcory performance are of particular interest. Shops which encounter such components are asked to call or write to the PRP and describe the failure. Be sure to include the name and address of the company which rebuilt the component, as well as the component mileage at the time of failure.

- The National Highway Traffic Safety Administration (NHTSA) has proopsed a change in the requirements of current federal vehicle-in-use inspection standards. The proposed amendment would authorize the use of resilient spacers in the springs of an automobile to raise it to the height necessary to pass state inspection.

  Most states which carry out motor vehicle inspection programs utilize federal safety standards. These standards require owners to install new springs, rather than spacers, when the old springs are unable to maintain the vehicle at the proper height. It has been estimated that the cost of new springs is considerably more than the cost of using spring spacers.

- The NHTSA announced it is conducting an investigation of the "Firestone 500 Steel Belt radial" tires. It said it was advising owners of the radial tires to inspect them immediately for any signs of tread separation, or for any bulges or other irregularities in the tire's configuration. Tires exhibiting such evidence should no longer be used.

  The NHTSA said that withdrawal of a suit againts Firestone in the case of the bias ply tires does not in any way affect the ongoing investigation of the "Firestone 500 Steel Belt radial tire."

  Owners who have experienced radial tire damage or failure, or who have observed irregularities in the tire's configuration are asked to provide a full description of the problem. They should also provide the manufacturer's name, tire size, the DOT identification number (which is located on the sidewall of the tire), the model and year of the vehicle, the identity of the vendor of the tire and the estimated mileage of the suspect tires.

  J. GARTNER'S AUTO SERVICE in Chicago, Illinois has reported some problems with Firestone 500 Steel Belt radial tires. The shop reports experiencing several cases of tread separation at low mileage, and instances where the tires caused vehicle steering to pull to one side.

- Mr. John Clover of JOHN'S GARAGE in Nampa, Idaho, reports repairing a 1966 Jeep Super Wagoneer where the steering box broke away from the frame causing loss of steering control. Reportedly, a defective frame bracket weld failed shortly after the driver of the vehicle had exited from a freeway. Since the bracket weld was repaired, no parts were available. Failure reports of this type, where parts are repaired or returned for refund or replacement, can be just as important. If your shop repairs a safety related defective part and can't return the items, describe the problem on a note and drop it in your next bag of parts.

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 6 December 1976

TIMING LIGHT ERRORS

In their latest issue of *Let's Talk Road Service* (1976, Issue 4) The American Automobile Association notes that it may be difficult to set the timing on some Ford models with high energy ignition. Some timing lights may give erratic indications when used on these vehicles.

Capacitive-coupled type lights are affected such as those that connect directly in the spark plug wire. The lights can be falsely triggered causing multiple flashes. However, inductive type lights can be used without difficulty.

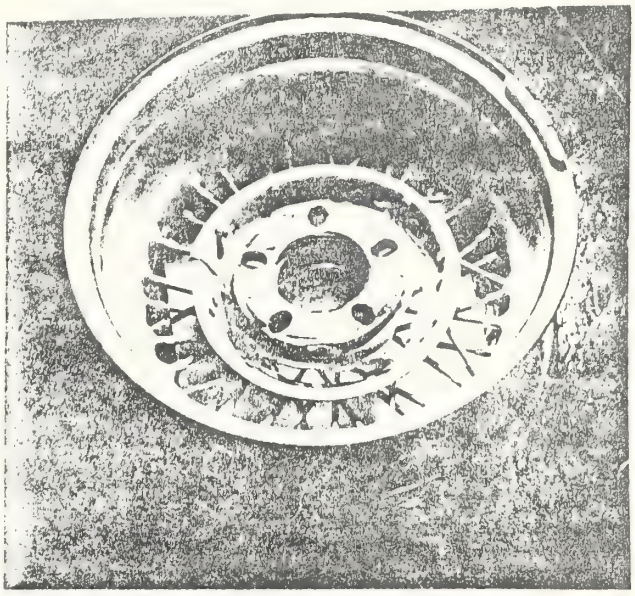
Some capacitive type timing lights have a spring loaded clamp that surrounds the spark plug wire. This type may work satisfactorily if insulation is placed between the clamp and the wire. A piece of vacuum hose split lengthwise will make a good insulator. Install the hose over the plug wire and place the clamp on the hose. This will take care of the problem in most cases. Special thanks to the AAA for allowing us to pass this information on to our PRP members.

TRU-SPOKE WHEELS RECALLED

The March 1976, issue of the PRP News contained an article about a Tru-Spoke wire wheel that had been returned to the PRP by DICK JORDAN'S STANDARD SERVICE STATION in Clayton, Missouri. As indicated in the photograph, the inner disc of the wheel is broken around ⅔ of its circumference. The wheel had been removed from a 1975 Cadillac Coupe De Ville with approximately 5,000 miles on it. At about the same time, the National Highway Traffic Safety Administration (NHTSA) received some other related inputs concerning Tru-Spoke wheels, including information from ABBCO SAFETY CENTERS, Detroit, Michigan.

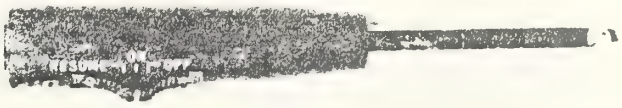
After discussions with the NHTSA's Office of Defects Investigation, the manufacturer, Wheel Specialties Company, initiated a safety recall campaign involving 3,268 of these wheels for a potential defect. The wheels may become structurally unsound when used on a vehicle with a gross weight of 5,000 pounds or more. Wheel specialties is notifying involved owners of this potential defect and will replace the wheels free of charge.

We are pleased that the PRP could help in this matter and would like to convey our special thanks to DICK JORDAN'S STANDARD SERVICE STATION and ABBCO SAFETY CENTERS for their assistance.



TURN SIGNAL LEVER FAILURE

FELD GARAGE, INC. in Kenosha, Wisconsin has returned a turn signal lever that was removed from a 1975 Matador 2 door coupe with a mileage of 11,097. The lever, which includes a speed control device (see photo), broke off at the steering column. The signal cancelling device in the column was still in good condition. Please notify the PRP if you are aware of similar failures.



WANTED

FAILED OR WORN STEERING TIE ROD ENDS

The Part Return Program needs your help in obtaining failed/worn-out tie rod ends (ball stud & socket assembly) from 1971–72 Chevrolet, GMC, Ford, and Dodge pickup trucks and vans.

The tie rod ends are needed for use in an NHTSA test program. Make, model, year, and mileage of the vehicle are very important, as well as the vehicle owner's name and address.

HERE'S ALL YOU DO

- FILL OUT DATA TAG AND ATTACH TO PART.
- PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.

We need your help. Become an active participant in this public safety program today.

THANKS !

FORD RECALLING PINTO, BOBCAT, AND MUSTANG II

Ford Motor Company is recalling 1976 Pinto, Bobcat, and Mustang II vehicles equipped with 2.3 litre engines. There are 372,584 vehicles involved (job no. 1 thru 8/27/76). The vehicles are being recalled for potential fuel leakage at the rubber hose connecting the fuel tube to the carburetor fuel filter. Such leakage is attributed to a combination of factors including fuel tube misalignment, improper hose clamping, and a change to a less flexible, double braided hose for 1976 model year production. The fuel leakage can result in an underhood fire. As of October 22, 1976, 101 such fires had been reported to Ford.

Corrective action will be performed at no charge to the vehicle owners, and involves replacement of the existing fuel hose and clamps with a single braided hose and spring-type clamps. Fuel tube alignment will also be adjusted where necessary.

The recall came subsequent to the initiation of a formal defect investigation by the National Highway Traffic Safety Administration concerning the matter (Case No. C7–01).

PROPOSED STANDARD TO REDUCE MOTOR VEHICLE THEFTS

A proposed highway safety program standard designed to reduce the theft of motor vehicles has been issued by the National Highway Traffic Safety Administration (NHTSA).

Statistics provided by the Federal Bureau of Investigation indicate that almost 1 million vehicles were stolen in 1974 with a loss estimated at $1.5 billion. Studies conducted by the FBI and the Law Enforcement Assistance Administration show that stolen vehicles are involved in accidents at a disproportionate rate. The common practice of stripping stolen vehicles and modifying them for resale has safety consequences in that such reconstructed vehicles may conceal serious safety problems.

Under the NHTSA proposal, the states would have to adopt title laws requiring each vehicle to have a certificate of title before it can be registered for operation in the state. Almost all states have adopted satisfactory title laws, so that this requirement would serve to close the few remaining gaps. Currently, an effort is underway to standardize the format of title certificates. Also, special tamperproof paper, similar to that used for checks, has been developed which should be effective in limiting the counterfeiting of the titling document itself.

The NHTSA also wants to change the current title procedures to make it more difficult to secure clean titles for stolen vehicles and to provide an opportunity to examine the safety of reconstructed vehicles before allowing them to be re-registered for use on the highways. The proposed standard would require the owner of a vehicle sold for salvage to submit the title to the state for cancellation, and would apply to all owners.

The proposal would require that the Vehicle Identification Number (VIN) for each vehicle titled in a state be recorded and that a cancelled title or equivalent document be presented before a reconstructed vehicle could be titled or registered.

Currently, the NHTSA has two motor vehicle safety standards designed to deal with theft problems. These are Standard No. 114, Theft Protection, and Standard No. 115, Vehicle Identification Number. The NHTSA is also considering ways to improve both standards.

TELEPHONE CALLS

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SCHOOL BUS OPERATORS WARNED OF BRAKE-LINE CORROSION FAILURES

Operators of older school buses, particularly those manufactured before 1969, were warned recently that the braking systems on their vehicles may be dangerous and may fail due to corrosion and rusting of steel hydraulic brake tubing.

In a public advisory, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) said that the problem is particularly prevalent in areas where salt, chemicals, and abrasives are used for control of roadway ice and snow. Brake failures can result from the corrosive action of these materials which weakens brake tubing.

The NHTSA also warned that other pre-1969 buses, trucks, and passenger vehicles may experience similar problems and advised owners and operators of vehicles which are subject to such corrosives to (1) make a thorough inspection of their steel brake tubing at least once a year, (2) replace corroded tubing, and (3) periodically wash exposed tubing to remove road splash containing corrosives.

The government's warnings are based on random sample surveys of school buses conducted in 18 states. All but one of the survey states are located in snow belt areas where road salts, chemicals, and abrasives are used for snow control. These materials, over a period of time, produced rusting and corrosion in the low-carbon steel hydraulic brake tubing, even though the tubing had a protective coating of lead/tin alloy (terne).

John W. Snow, NHTSA Administrator, said the survey showed that "the corrosion is not limited to any single make or model school bus; but may be present in any vehicle exposed over a period of four or more years to road splash containing heavy concentrations of salt, dirt, or chemicals used for snow and ice control on roadways."

Snow also noted that the problem of corrosive attack on steel hydraulic brake tubing is not unique to the United States, having been found on almost 70 percent of trucks examined during a nationwide inspection program in Sweden in 1969.

Among the observations resulting from both surveys, are:

- Low carbon steel hydraulic brake tubing used on passenger cars, trucks, and school buses is manufactured with a protective coating of lead/tin alloy (terne). In 1969, the automotive industry and its brake tubing suppliers changed their specifications to provide for a thicker external terne coating.
- Despite the protective coating, vehicles operated in an environment which includes ice control salts, chemicals, or abrasives are subject to external corrosion of steel hydraulic tubing.
- Vehicle operation over extended periods in such an environment may eventually result in the weakening and failure of brake tubing unless preventive measures are taken.
- Contaminants in hydraulic brake fluid contribute to internal corrosion of brake tubing, but with less significant effect than ice control salts, chemicals, and abrasives.
- With respect to corrosion, vehicle age is a more significant factor than mileage.
- Tubing failure can result in a catastrophic loss of braking capability in vehicles equipped with single hydraulic brake systems.

In addition to issuing the public advisory, NHTSA notified appropriate authorities in all of the states of its findings, and provided suggestions and recommendations toward control of the problem.

Complete details of the NHTSA survey are contained in a report which is on public file and may be examined in the NHTSA Technical Reference Division, Room 5108, 400 Seventh St., S.W., Washington, D.C. 20590.

CRACKED BRAKE HOSE

Mr. T. C. Duff at BELOIT FRAME AND AXLE in Beloit, Wisconsin has sent the PRP a front brake hose which is shown here. The hose was removed from a 1973 GMC 3/4 ton pick-up truck with a mileage of 23,500. Reportedly, the hose rubber cracked and frayed at the fitting causing a brake fluid leak. The hose separated when the shop removed it from the vehicle. Mr. Duff reported that several 3/4 ton GMC trucks have been repaired in his shop for this type of failure.

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. The number in parenthesis before a shop's name identifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During December 1976, seven shops became new active participants in the PRP. Fourteen shops have sent in parts in consecutive months.

REGION 7

*C & S BRAKE SERVICE
Fort Worth, Texas

*J & G AUTO CLINIC
Lake Charles, Louisiana

REGION 8

(2)JOHN'S GARAGE
Nampa, Idaho

REGION 9

(3)DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

*KINGCO BRAKE SERVICE
Seattle, Washington

L.A.D. ELECTRIC
Spokane, Washington

*SHARP'S AUTOMOTIVE
Seattle, Washington

(2)STOP & GO BRAKE & WHEEL
Portland, Oregon

REGION 9A

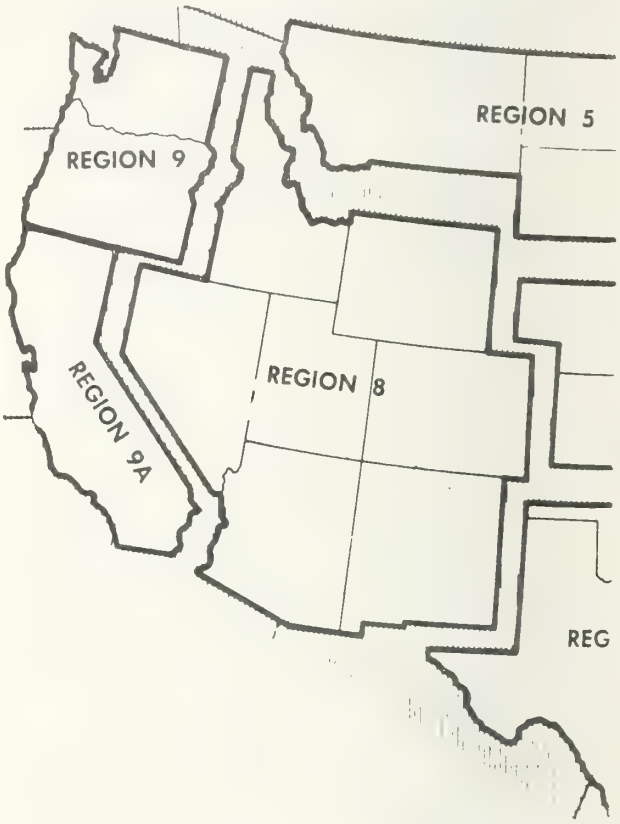
(5)AUTOMOTIVE CITY
San Francisco, California

*BEELINE ALIGNING SERVICE
Pacific Beach, California

(3)ISE AUTOMOTIVE SERVICE
Hollywood, California

KALLEN'S GARAGE
Van Nuys, California

SAMO WHEEL AND BRAKE SERVICE
Santa Monica, California



REGION 6 (2)

(4)AUTO HOSPITAL
Lincoln, Nebraska

*BRAKE-O-MAT
Evanston, Illinois

OUTSTANDING SHOPS

CK JORDAN'S STANDARD
ayton, Missouri

JTT AND STILES
okie, Illinois

GARTNER'S AUTO SERVICE
icago, Illinois

REGION 0

(4)HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

SPARKY'S AUTO SERVICE CENTER
New Bedford, Massachusetts

REGION 1

(2)D & Z ATLANTIC
Cornwell Heights, Pennsylvania

GORDIE'S AUTO SERVICE
West Chester, Pennsylvania

(7)LONGBARD'S EXXON STATION
Poughkeepsie, New York

REGION 2

(2)AFRO-ENGINEERING
Falls Church, Virginia

(6)AUTO BRAKE CORP.
Norfolk, Virginia

REGION 3

(4)HAGAN SERVICE CENTER
Gainesville, Georgia

REGION 4

(2)BOB'S SERVICE STATION
Hammond, Indiana

REGION 5

*BELOIT FRAME AND AXLE
Beloit, Wisconsin

FELD GARAGE
Kenosha, Wisconsin

TOMMY'S AUTO REPAIR
Sioux City, Iowa

MANUAL STEERING GEAR BOX FAILURE

AUTO BRAKE CORP. in Norfolk, Virginia has sent the PRP some components that were removed from the manual steering gear box of a 1975 Chevrolet Series 30 Step Van with 21,696 miles. The steering reportedly failed while the driver was making a turn. No accident occurred as a result. Upon inspection, the shop found that the pitman shaft showed wear marks, bearings were worn, and the ball nut for the worm shaft was cracked in two. The pitman shaft, worm shaft, and ball nut are shown here. The shop states that the possible cause of the failure was lack of lubricant in the gear box. AUTO BRAKE CORP. also reports finding several other trucks, primarily Ford models between six months and two years old, with a lack of lubricant in the steering gear box. If your shop encounters similar conditions on any vehicle make, please let the PRP know. Thanks.

CONVERTER FLEX PLATE FAILURE

J. GARTNER'S AUTO SERVICE in Chicago, Illinois has returned a converter flex-plate that was removed from a 1973 Buick Century station wagon with a mileage of 49,548. The vehicle was equipped with a 350 CID engine and a 350 Turbo Automatic transmission. The hub apparently broke out of the flex-plate, suddenly, while the vehicle was being driven on the highway. As shown in the photograph, the outer mounting holes of the plate are elongated and worn, and the hub is broken away from the spokes. The part was too large to fit in a PRP mailbag, so the rim has been cut in two. The driver of the car reportedly experienced loss of drive power as a result of the failure. The vehicle was allowed to coast to the side of the road and out of the path of traffic. Special thanks to J. GARTNER'S for sending in the part. If your shop has encountered a similar failure please let the PRP know.

National Parts Return Program

Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists. The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.
- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

ITEMS OF INTEREST

- The PRP is still interested in receiving scored brake drums and rotors for use in an NHTSA test program. Unfortunately, some of the rotors that have been returned were scored or gouged too deeply (up to ¼ in.) for test purposes. The test program needs drums and rotors which, if machined (i.e., "turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971–1976 General Motors cars are of particular interest. These include models such as the Chevrolet Impala, Pontiac Bonneville, Oldsmobile 88 and 98, Buick LeSabre and Electra 225, and Cadillac Fleetwood. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.
- "Traffic Safety '75, A Digest of Activities of the National Highway Traffic Safety Administration" is now available. Copies of this 43 page document are available free of charge upon request to the National Highway Traffic Safety Administration, General Services Division, Room 4123, Washington, D.C., 20590. Topics include Defects Investigation, Crash Survivability, Crash Avoidance, and others.
- TOMMY'S AUTO REPAIR in Sioux City, Iowa reported that his shop replaced the brake pedal support bracket on a 1967 Ford Mustang with a mileage of approximately 70,000. The brake pedal on the vehicle would reportedly stay depressed, because the support bracket bushing which supports the brake pedal swing shaft was worn and out-of-round. When a new support bracket was obtained, the bushing on it was also found to be out-of-round. TOMMY'S AUTO REPAIR also reportedly encountered this kind of binding condition on a 1969 Ford Mustang with a mileage of approximately 50,000.

  This information was received in response to the article and photograph that appeared in the August, 1976 PRP News, which described a brake pedal support bracket that had been removed from a 1967 Ford Mustang and was submitted to the PRP by GUS COOPER SERVICES, INC., Seattle, Washington.

  If any of our other PRP members encounter this type of condition, please let us know.

parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 7 January 1977

REAR AXLE BOLTS BREAK

Mr. John Cummins of UNIVERSAL IMPORTS in Rockville, Maryland reports repairing two 1975 Triumph Spitfires for loose bolts on the rear axle assembly. The ¼″ allen bolts hold the axle to the differential, and also hold the differential side bearing in place. Reportedly, the bolts either shear off or work loose causing rear suspension separation, since the rear axle assembly forms the lower link in the independent rear suspension. Drive power on the affected side is also lost. The two bolts shown are from a 1975 Spitfire with 12,999 miles. The bolts had worked loose but axle separation had not yet occurred. The condition was noticed while the vehicle was being inspected for a clutch problem. Mr. Cummins reports repairing another 1975 Spitfire two weeks prior to this failure in which the axle separated when the bolts sheared off.

The shop reportedly checks all Spitfires for this condition as part of their routine maintenance procedure, and has repaired four or five which had loose bolts. The shop tightens the bolts on vehicles found in this condition and uses Loc-Tite to help prevent the bolts from working loose again. Special thanks to UNIVERSAL IMPORTS for reporting this condition.

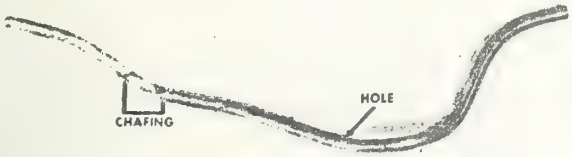
TIE ROD SEPARATES

The tie rod shown in the photograph was submitted by AUTO HOSPITAL in Lincoln, Nebraska. The part was removed from a 1975 Dodge Maxivan model B300 with 30,000 miles. Reportedly, the tie rod separated suddenly, as the driver of the vehicle was turning into a driveway over a dip in the road surface. The vehicle had not been aligned in service, but had been maintained with periodic oil changes and lubrication. The separation occurred between the inner tie rod and the adjusting sleeve. Examination revealed that the threads on the tie rod are worn, and the adjusting sleeve is slightly rusted but shows no thread damage. The two parts can be pushed together without any twisting action. Both tie rod end joints are equipped with grease fittings and appear to be well lubricated. If your shop has seen a similar failure, please let us know.

REAR BRAKE LINE LEAKS

The metallic brake line shown in this photo was returned by DAVE KYLE'S GARAGE in Phoenix, Arizona. The line was removed from a 1974 Lincoln Continental Mark IV with 39,582 miles. The owner of the vehicle had reportedly complained of brake fluid loss from the rear reservoir of the master cylinder. The master cylinder had been replaced before the leaking line was found. According to the shop, the steel brake line, located on the inside of the frame at the right rear fender well, had scuffed the body, chafing the line in two places and eventually wearing a hole in the line. The shop

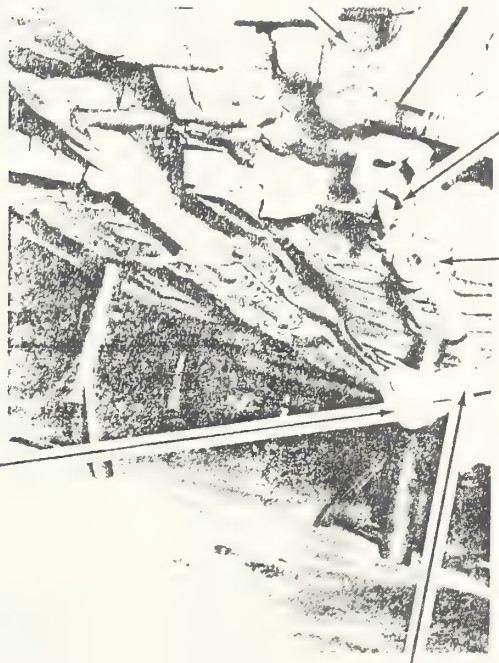
states that if the line had been located ½ inch lower, no chafing would have occurred. These types of failures, which are often hard to locate, are of interest to the PRP. If your shop finds a condition like this one, please let us know.



LOWER CONTROL ARM SEPARATES FROM MOUNTING BRACKETS

Mr. Bill Chisholm of VANOWEN BRAKE & WHEEL, North Hollywood, California has reported a left front control arm failure on a 1975 VW Rabbit with 12,071 miles. The shop received the vehicle from a local VW dealer for welding repairs. The front inner mounting bracket of the left lower control arm had broken out of the frame support area. The break occurred where the bracket had been welded to the frame. The bracket remained attached to the control arm. With the control arm disconnected in the front, the rear socket-type mounting also separated, leaving the assembly totally unattached to the chassis on the inboard end. The vehicle is a front wheel drive configuration, and the left front driving axle disconnected. This reportedly left the left front wheel free of any connection to steering or drive mechanisms with resulting loss of vehicle control. However, no accident resulted. The photograph and descriptions that are shown were sent in by the shop since no parts were available. The PRP would like to thank VANOWEN BRAKE & WHEEL for this information.

Disconnected left front driving axle of front wheel drive system. Actual parts hidden by rubber boot.



Frame support area where the left front control arm bracket is normally welded in place.

Left front lower control arm rear socket type mounting bracket

Left front lower control arm frame mount bracket still attached to the left front lower control arm by the original undisturbed mounting bolt.

Inner end of left front lower control arm

OUTSTANDING SHOPS

Our outstanding shops are those that have sent into the PRP at least one part during the current month. The number in parenthesis before a shop's name identifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During January 1977, eighteen shops became new active participants in the PRP. Eight shops have sent in parts in consecutive months.

REGION 5
*HESSEFORT SERVICE
Kenosha, Wisconsin
JOE'S AUTO SERVICE
Appleton, Wisconsin

REGION 6
(5)AUTO HOSPITAL
Lincoln, Nebraska
*McLAIN'S AUTO REPAIR
St. Louis, Missouri

REGION 4
DOYLE'S SERVICE
Massillon, Ohio
*FISHER'S BRAKE SERVICE
Muncie, Indiana
*SAFETY FIRST ALIGNMENT & BRAKE
Indianapolis, Indiana

REGION 0
BOTHEL'S GARAGE
Cape Elizabeth, Maine
*COUNTRY AUTO
Washington Depot, Connecticut
*NASH ROAD MOTORS
New Bedford, Massachusetts

REGION 9
*CHUCK & WAYNE'S GARAGE
Eugene, Oregon
(2)KING CO. BRAKE SERVICE
Seattle, Washington
(3)STOP & GO BRAKE & WHEEL
Portland, Oregon

REGION 1
A SAFEWAY BRAKE & MUFFLER
Albany, New York
ART DELL'S GARAGE
Rensselaer, New York
*BERNIE'S ALIGNMENT & DIAGNOSTIC CENTER
Newtown Square, Pennsylvania
KOLESNIK'S SERVICE STATION
Rochester, New York
(8)LONGBARD'S EXXON STATION
Poughkeepsie, New York
NEW YORK AUTO REPAIR & ALIGNMENT
Poughkeepsie, New York
*VIN'S MOTOR SERVICE CORP.
Brooklyn, New York

REGION 9A
(6)AUTOMOTIVE CITY
San Francisco, California
*DUANE'S TUNE UP CLINIC
Manteca, California
*HAROLD'S AUTO SERVICE
Santa Rosa, California
(4)ISE AUTOMOTIVE SERVICE
Hollywood, California
RICHARD'S AUTOMOTIVE SERVICE
Los Angeles, California
*SELMA RADIATOR & AUTO SHOP
Selma, California
VANOWEN BRAKE & WHEEL
North Hollywood, California

REGION 2
(7)AUTO BRAKE CORP.
Norfolk, Virginia
*GROSS' UNION 76 SERVICENTER
Salem, Virginia
*J. A. PAYNE ALIGNMENT
West Point, Virginia
MUSTEN AUTO SERVICE
Winston Salem, North Carolina
*SUPERIOR WHEEL ALIGNMENT
Charlotte, North Carolina
UNIVERSAL IMPORTS
Rockville, Maryland

REGION 8
ALPINE AUTOMOTIVE SERVICE
Lakewood, Colorado
*DAVE KYLE'S GARAGE
Phoenix, Arizona
JOE BLAYLOCK'S REPAIR
Emmett, Idaho
MR. BRAKE
Salt Lake City, Utah
*ODOM'S BUMPER TO BUMPER
Payette, Idaho

REGION 7
*TIC & S BRAKE SERVICE
Fort Worth, Texas

REGION 3
AUTO SAFETY SERVICE, INC.
Oakland Park, Florida
*BIG BRAKE SAFETY SERVICE
Gulfport, Mississippi
WAYNE TERRELL'S GARAGE
Macon, Georgia

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbag, tags, etc., have any questions, or would like to pass on comments, please call collect. Place your call to Bruce Beddow, Ms. Jonni Peizer, or Guy Whiddon at (703) 527–4500. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m.

If you have a contribution or suggestion for the PRP NEWS, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

ITEMS OF INTEREST

- The PRP has received a Keystone mag wheel removed from a 1967 Cougar. We have been unable to identify the contributing shop. If you sent in this part, please notify us.
- Our PRP members in Minneapolis, Minnesota may have seen a recent broadcast on WCCO-TV, channel 4, about the Parts Return Program. The consumer interest program, SCENE II, was broadcast on January 23rd, 1977. As a result of the broadcast, we have received several inquiries. We would like to extend our thanks to WCCO-TV for its time and interest.
- *Let's Talk Road Service*, the American Automobile Association newsletter published for emergency road service contractors, has an idea (1976, Issue Number 4) which may be helpful to our PRP members. The idea was submitted to the AAA by Mr. William Livingstone of Ontario, Canada, who won $25.00 for the tip. Mr. Livingstone, an emergency road service contractor, writes:

  "The problem of drying ignitions can be easily solved by using a 'window defroster'. The units are common and are designed to plug into a cigarette lighter socket and defrost ice off windshields. Cut lighter plug end off and replace with two clamps. This allows you to clamp onto the battery terminals of disabled car and the hot dry air will quickly dry the high tension wires. The members are hesitant about sprays being used on their cars but accept the dryer and in most cases you do not have to disturb ignition wires. I have eliminated all sprays from my vehicles and have replaced them with these units"

  Thank you AAA for allowing us to pass this along to our PRP members.
- The National Highway Traffic Safety Administration (NHTSA) receives numerous requests for information on defects in motor vehicles. In answer to these requests, the NHTSA publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 at a price established by the Superintendent of Documents. The latest quarterly issue can be obtained for 95¢. Annual cumulative editions of the reports are published at the beginning of each calendar year. Last year's cumulative report is currently priced at $4.76.

  The reports list defect campaigns by manufacturer, and give a description of the defect and the date of company notification to owners. There is also a section on motor vehicle equipment recall campaigns.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 8 February 1977

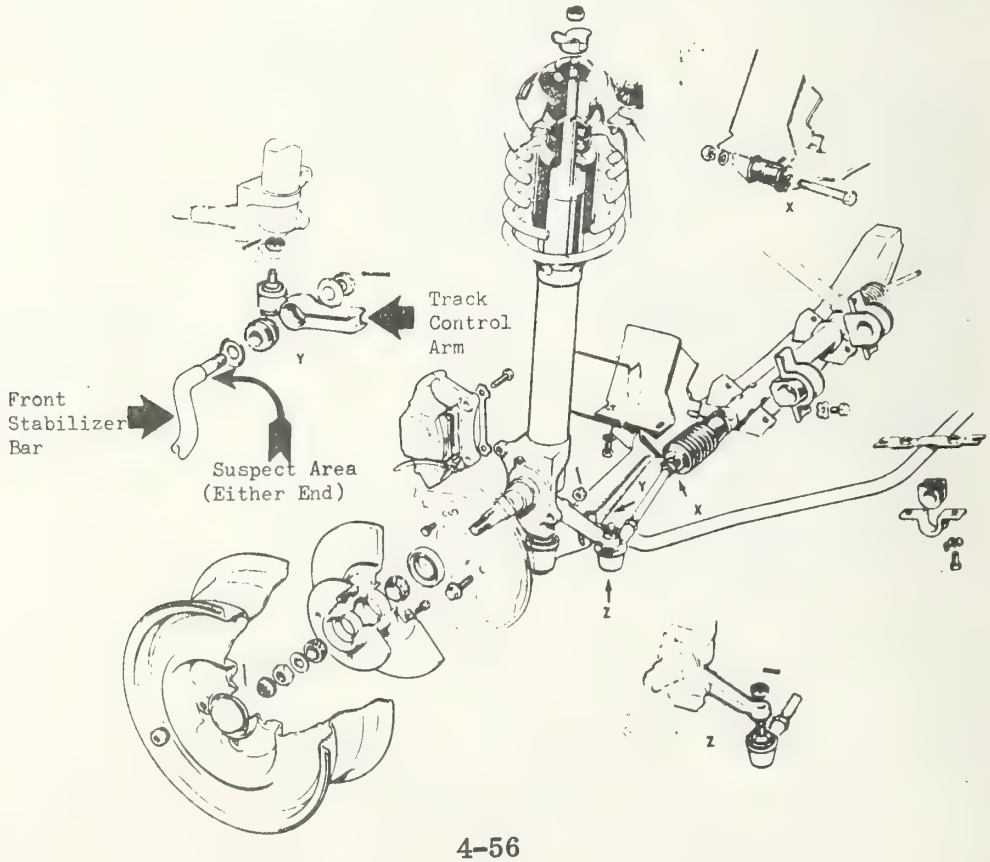
CASE OF THE MONTH

Alleged Front Stabilizer Bar Failures in 1971–74 and 1976–77 Model Year Mercury Capris

This case was opened by the National Highway Traffic Safety Administration (NHTSA) on February 4, 1977, based on a petition received from Mr. Stuart F. Faunce in October 1976. The petition alleges that Mr. Faunce's 1972 Mercury Capri was in an accident as a result of improper design and manufacture of the front stabilizer bar. Specifically, Mr. Faunce asserts that the stabilizer bar failed through fatigue enhanced by a sharp radius at the machined ends. He also states that the machining marks were not properly polished. Other information received disclosed that the same stabilizer bar was used on 1971 through 1974 and 1976 through 1977 model year Capris.

The front stabilizer bar and the track control arm to which it is attached by a steel sleeve and rubber bushing insulator are components of the vehicle suspension system (see accompanying diagram). Together they regulate front wheel movements. The control arm regulates lateral movements. The stabilizer bar regulates fore and aft movements, and together with the control arm reduces shock-loading stresses on the steering linkage from road surface irregularities. However, its principal function is to counter the vehicle tendency to roll or lean in cornering maneuvers. The centrifugal forces created in turning place a downward stress load on one end of the stabilizer bar and an upward stress load on the other end. The stabilizer bar resists these loads, thereby impeding vehicle roll or lean and maintaining vehicle side-to-side equilibrium.

(Continued on page 2)



Case of the Month—from page 1

Allegedly, stabilizer bar failure is due to metal fatigue through crack initiation and propagation, with final fracture resulting from overload. The apparent and primary contributing factor to fatigue crack initiation is a small radius fillet between the machined shank and the as-formed stabilizer bar. Other apparent contributing factors reportedly are metal impurities, environmental attack, and failure to properly finish the shank ends. There are no known prefailure symptoms. Investigation was initiated to determine whether the alleged problem constitutes a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

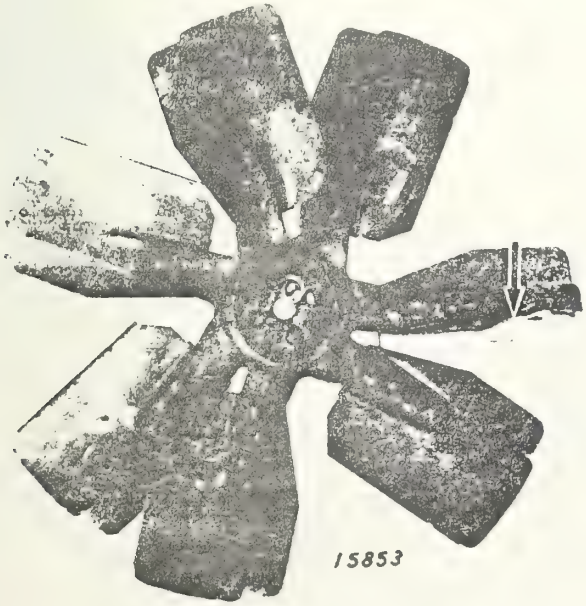
If your shop has encountered these kind of failures, the PRP would like to hear from you. If you cannot submit the failed component, please write or call. Additionally, we would like to know what role, if any, routine towing, hoisting or lifting operations play in contributing toward failure. Information concerning your experience in this area would be appreciated. THANKS.

FLEX-FAN FAILURES

The NHTSA Office of Defects Investigation (ODI) has received a number of reports describing failures of flexible blades on the engine cooling fans of various passenger cars. A relatively large number of the reported failures have been received through the Parts Return Program (PRP). Other sources include letters from vehicle owners.

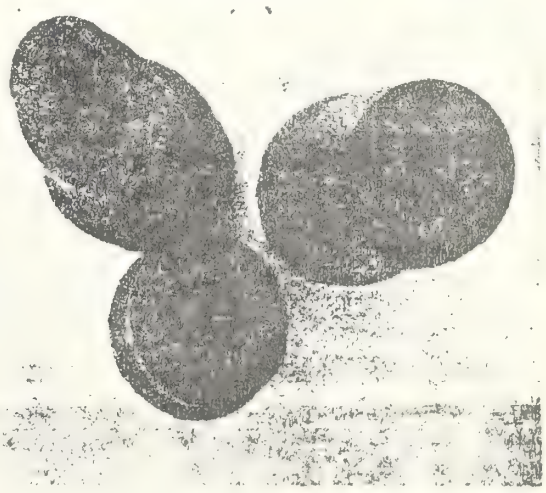
In most cases, the failures reportedly involve either the cracking or separation of one or more of the flexible blades on the vehicle's cooling fan. The photograph below illustrates a failed "flex-fan" that is typical of the kind received through the PRP. Among the various reports received, two indicate that blade separation occurred while mechanics were performing engine repair work on the vehicles. One of these reportedly resulted in an injury to the mechanic. In another instance the vehicle owner reports that one of the flexible fan blades on her engine's cooling fan separated and went through the hood of her car.

The NHTSA is currently analyzing these reports of "flex-fan" failure. If your shop knows of similar failures, the PRP would like to hear from you. We are particularly interested in any failure that may have resulted in an accident or injury. Special thanks to those shops that have already submitted components and information on this subject.



REPORTED FAILURES ON POWER BRAKE BOOSTER VACUUM HOSES

The photo below shows sections of a power brake booster vacuum hose sent in by CRANE AUTO REPAIR in Bricktown, New Jersey. The shop reports replacing six or seven of these parts on 1971 and 1972 Cadillac models equipped with Rochester Quadrajet carburetors. The hose is routed from the booster to the back of the carburetor base plate, and supplies the booster with intake manifold vacuum for power assist to the brakes. As the photo indicates, the inside of the hose has deteriorated and is partially collapsed in some areas. Reportedly, the restriction causes failure of the brake power assist, making the vehicle difficult to stop. The shop believes that the deterioration on the inside of the hose may be caused by fumes entering the hose from the carburetor or from heat in the area where the hose is located. Special thanks to CRANE'S for sending in the part. PRP members who know of this type of failure are asked to contact the PRP, particularly if an accident has occurred as a result of the failure.



OUTSTANDING SHOPS

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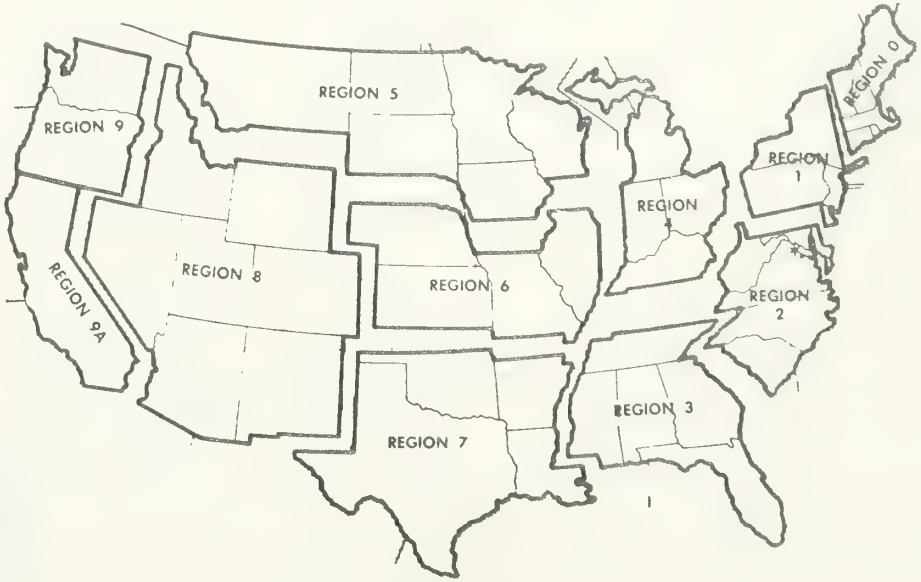

REGION 6

* STONER'S TRIANGLE AUTO SERVICE
  Rockford, IL

REGION 8

JOHN'S GARAGE
Nampa, ID

* S & D TIRE AUTO CENTER
  Salt Lake City, UT
* VALLEY HI MOBILE
  Colorado Springs, CO

REGION 9

FOSTER'S SERVICE CORP.
Seattle, WA

(2) KINGCO BRAKE SERVICE
Seattle, WA

(2) L.A.D. AUTO ELECTRIC
Spokane, WA

* MEADE & GREENLEE GARAGE
  Salem, OR
* SUBURBAN AUTOMOTIVE
  Lynnwood, WA

REGION 9A

HAROLD'S AUTO SERVICE
Santa Rosa, CA

(2) ISE AUTOMOTIVE SERVICE
Hollywood, CA

* JERRY HALL TIRE SERVICE
  Costa Mesa, CA
* LOS ANGELES CITY UNIFIED SCHOOL DISTRICT
  Los Angeles, CA

MAURICE'S AUTOMOTIVE
Hollywood, CA

* MILLER'S AUTOMOTIVE
  Fullerton, CA

MR. TOM PITRE, INSTRUCTOR
Los Altos, CA

REGION 5

(2) BELOIT FRAME & AXLE
Beloit, WI

JOE'S AUTO SERVICE
Appleton, WI

* LARRY GAIDA'S SERVICE STATION
  Duluth, MN
* PARK AUTO SERVICE
  Racine, WI

RICHFIELD WHEEL ALIGNMENT
Minneapolis, MN

ROEHL'S BEE LINE
Appleton, WI

REGION 0

[illegible] GARAGE
South Norwalk, CT

[illegible] SERVICE
Cambridge, MA

* FRANK'S FRONT END SERVICE
  Manchester, NH

(5) HARRY'S AUTO SERVICE
Great Barrington, MA

* MAIN STREET CHEVRON
  Newtown, CT

(2) SPARKY'S AUTO SERVICE CENTER
New Bedford, MA

REGION 1

A SAFEWAY BRAKE & MUFFLER
Albany, NY

CRANE AUTO REPAIR
Bricktown, NJ

(3) D & Z ATLANTIC
Cornwell Heights, PA

EARL R. LAMBERT'S MOBILE SERVICE
Downingtown, PA

(2) GORDIE'S AUTO SERVICE
West Chester, PA

(8) LONGBARD'S EXXON
Poughkeepsie, NY

* RITE-WAY GARAGE
  Harrisburg, PA

VINS MOTOR SERVICE CORP.
Brooklyn, NY

REGION 2

(7) AUTO BRAKE CORP.
Norfolk, VA

MUSTEN AUTO SERVICE
Winston-Salem, NC

* P & R AUTOMOTIVE SERVICE
  Norfolk, VA

REGION 4

* BLACK'S AUTO SERVICE
  Detroit, MI

(3) BOB'S SERVICE STATION
Hammond, IN

ITEMS OF INTEREST

- Mr. Tom Pitre, an automobile mechanics instructor in Los Altos, California, reports that a Goodyear tire with 5,100 miles failed on a 1976 Dodge Tioga II motorhome belonging to his father. The tread on the tire reportedly separated in a long strip. The tire, a 6 ply Cushion Miler LT, size 8.00x16.5, was one of the original tires on the vehicle when purchased.
- Mr. John Clover of JOHN'S GARAGE in Nampa, Idaho reports that his shop has been unable to locate rebuild kits for water pumps on American-built cars, model years 1965 through 1975. Mr. Clover points out that without the kits, he must purchase rebuilt parts for his customers. The shop returned a pump removed from a 1973 Chevrolet Vega with 25,548 miles.
- General Motors Corp. has recently initiated a new service for their dealers designed to locate some of the 8.5 million recalled cars built after October 1970 which have never been repaired. Computerized Recall Identification System (CRIS) utilizes a talking computer which responds to dealers who call to ask if a car has ever been recalled and not brought in for repair. Under the National Traffic and Motor Vehicle Safety Act of 1966, manufacturers are only required to notify owners about a defect once. However, once a car has gone through several owners, it may be difficult to locate. Many owners never bother to bring their cars in for the needed repairs and other owners may move or sell their vehicles. In the last ten years, recall orders have been issued for more than 52 million U.S. and foreign vehicles, although not all of the vehicles may actually have the defect.
- The publication of a new booklet, "Safe Driving in Winter", was announced recently by the U.S. Department of Transportation. This booklet, available without charge to the motoring public, was prepared by the Department's National Highway Traffic Safety Administration (NHTSA). Also available are two recently published fact sheets, "Passenger Car Brakes", and "Vehicle Exhaust Systems".

  The new publications are part of the safety agency's continuing program to provide motorists with information that will help them to maintain their vehicles properly and operate them safely, despite problems caused by weather and hazardous road conditions.

  The winter driving booklet provides advice on planning and preparation for driving in wintry weather, provides suggestions on items of cold weather equipment that should be carried in the vehicle, describes the special techniques needed for driving on ice and snow, and provides special preventative maintenance hints to alleviate or eliminate some of the problems caused by cold weather, ice and snow. The fact sheets dealing with brakes and the exhaust system provide instructions on recognizing failure symptoms and maintaining these vital systems.

  The general public may obtain single copies of each of these publications, without charge, by writing to the General Services Division Distribution, National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C. 20590.

  Our PRP members may want to pass this information along to their interested customers.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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U.S. MAIL

parts return program

news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

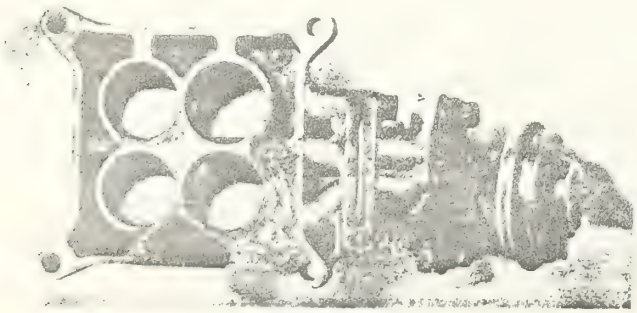
Vol. 2, No. 9 March 1977

FORD TO NOTIFY OWNERS OF 1973–1974 VEHICLES

Ford Motor Company has announced that it will begin notifying owners of 4.4 million 1973 and 74 model cars and light trucks that part of the pollution control system in their vehicles may fail. The problem involves cars equipped with V–8 engines and Exhaust Gas Recirculation (EGR) carburetor spacer plates which may become corroded. Reportedly, the chemicals in leaded gasoline may eat away the metal in the part, causing rough idling and high exhaust noise, and may affect fuel economy. The company said that the problem, which is covered under the 50,000 mile emissions system warranty, may occur in 880,000 of the vehicles built in the two-year period.

Ford said that there is no safety factor involved, and that it is not recalling the vehicles or asking owners of the cars and trucks to return to their dealers immediately. The company is alerting owners because they may be eligible for a refund of about $35.00 if they have already paid for replacement of the EGR carburetor spacer plate.

Since July of 1976, the PRP has received twelve EGR carburetor spacer plates removed from Ford Motor Company products equipped with two and four-barrel carburetors. The parts were removed from 1973 and 1974 Ford and Mercury products with vehicle mileages ranging from 20,000 to 65,000. The spacer plate shown, removed from a 1974 Mercury Marquis with 65,565 miles, is representative of the types of components received and shows the typical appearance of the corrosion and deposits which occur. Some contributing shops have indicated concern that the hot exhaust gases in the carburetor area may be a fire hazard. If our members know of any resulting engine compartment fires, the PRP would like to hear from you. Special thanks to the contributing shops: DUANE'S TUNE-UP CLINIC, Manteca, California; STOP & GO BRAKE AND WHEEL SERVICE, Portland, Oregon; McLAIN'S AUTO REPAIR, St. Louis, Missouri; JOE'S AUTO SERVICE, Appleton, Wisconsin; and HESSEFORT SERVICE, Kenosha, Wisconsin.



EGR Spacer Plate

FIRESTONE RECALLS STEEL BELTED RADIAL 500

In the November 1976 PRP News we reported that the NHTSA was conducting an investigation involving Firestone Steel Belted Radial 500 tires. Since then, the Firestone Tire and Rubber Company has issued a recall involving some of these tires. The involved sizes are the HR78x14 and the HR78x15, tubeless, load range B with the five rib tread design. Based on tests conducted by the NHTSA, Firestone has determined that the tires fail to conform to Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires: Passenger Cars".

Tires subject to the recall were manufactured at a particular plant over a particular period of time and bear the following serial numbers:

Serial Numbers for Size HR78x14

VDMCFNJ413 thru 483	VDMCFN5413 thru 483
VDMCFNJ024	VDMCFN5024
VDMCFNJ054 thru 074	VDMCFN5054 thru 074
VDMCFNJ104 thru 154	VDMCFN5104 thru 154
VDMCFNR413 thru 483	VDMCFNK413 thru 483
VDMCFNR024	VDMCFNK024
VDMCFNR054 thru 074	VDMCFNK054 thru 074
VDMCFNR104 thru 154	VDMCFNK104 thru 154

Serial Numbers for Size HR78x15

VDVYFNJ413 thru 483	VDVYFN5413 thru 483
VDVYFNJ024	VDVYFN5024
VDVYFNJ054 thru 074	VDVYFN5054 thru 074
VDVYFNJ104 thru 154	VDVYFN5104 thru 154
VDVYFNR413 thru 483	VDVYFNK413 thru 483
VDVYFNR024	VDVYFNK024
VDVYFNR054 thru 074	VDVYFNK054 thru 074
VDVYFNR104 thru 154	VDVYFNK104 thru 154

(Continued on page 2)

Firestone Recalls—from page 1

When the NHTSA subjected a sample of the tires to an indoor laboratory test procedure on a test wheel, some tires failed to complete the high speed phase of the test successfully, exhibiting distortion or separation in the tread area. Such a condition could occur on the road, particularly when the tire is subjected to operating conditions which promote excessive heat build-up, such as underinflation, overloading, or high speed. If a condition of this kind were to occur during road use, the first indication of a problem would probably be a distortion in the tread area of the tire, which would result in a readily noticeable vehicle vibration. In the event of such an occurrence, continued operation at normal speeds could result in an air loss, which in turn could cause a loss of vehicle control.

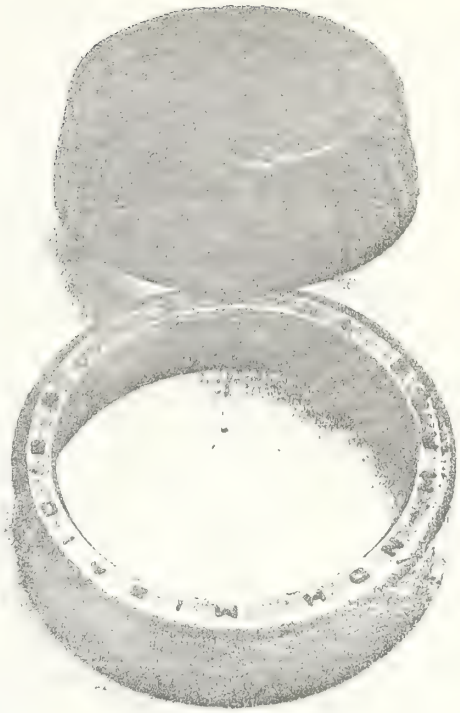
Tires carrying any of the serial numbers identified above will be replaced, balanced, and mounted by Firestone at no charge to the owner, if returned within 60 days of receipt of the owner recall notice. Individuals returning tires to their dealers are requested to bring a copy of the recall notice with them for identification.

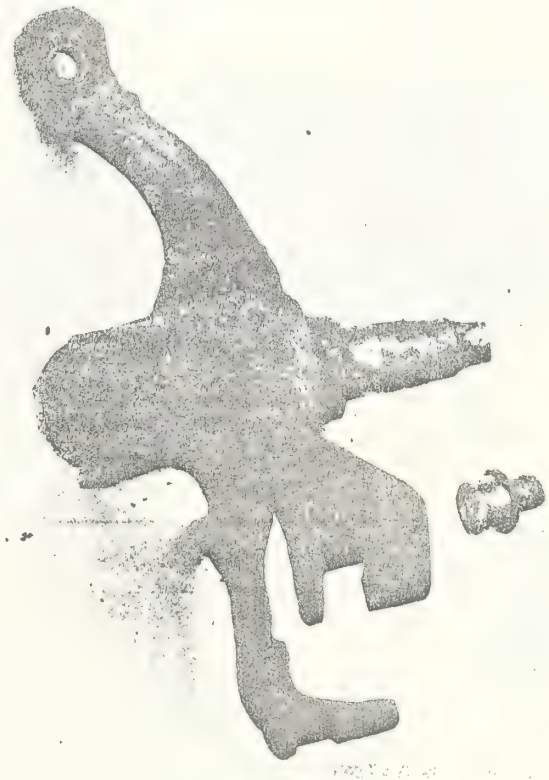
FRONT WHEEL BEARING AND SPINDLE FAILURES REPORTED

The outer front wheel bearing shown in the photo was returned by ROEHL'S BEE LINE BRAKE & ALIGNMENT in Appleton, Wisconsin. The part was removed from a 1975 Oldsmobile Delta 88 with 25,930 miles. It had been installed on the left spindle.

The inner race is cracked along a circumferential line approximately half-way around its circumference and ¼″ from the inner edge of the race. The area between the crack and the inner edge is blue indicating excessive heat build-up. The area on the other side of the crack, toward the outer edge appears normal. The roller ends are worn and the rollers and retaining cage are canted to one side. The rollers appear worn where they contacted the crack on the inner race.

According to ROEHL'S there have been several other similar failures on 1975 and 1976 General Motors mid-size and full-size vehicles. The shop reports repairing an Oldsmobile Cutlass and a Cadillac, and knows of an Oldsmobile full-size station wagon on which the spindle and the disc hub were both damaged beyond repair. According to the shop, the outer bearings appear to have an insufficient amount of grease, however the inner bearings appear well lubricated.





The PRP has also received a right front wheel spindle (photo) that was removed from a 1974 Chevrolet Caprice with 41,720 miles. The spindle is broken at the outer bearing location and the outer bearing race is frozen on the broken end. The spindle does not have a blue appearance that

(Continued on page 4)

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. The number in parentheses before a shop's name identifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During March 1977, twenty shops became new active participants in the PRP. Eight shops have sent in parts in consecutive months. Good news—keep up the good work!

REGION 6

* ADAMS MOTOR SERVICE
St. Charles, MI

BRAKE-O-MAT
Evanston, IL

* CURRAN'S AUTOMOTIVE SERVICE
St. Louis, MO

DICK JORDAN STANDARD
Clayton, MO

TIM'S IMPORT SALES & SERVICE
Hutchinson, KS

REGION 7

FUSELIER'S AUTO SERVICE
Lake Charles, LA

REGION 8

MR. BRAKE
Salt Lake City, UT

* MR. BRAKE #9
Pocatello, ID

* RAY'S AUTO CLINIC,
Orem, UT

(2) S & D TIRE AUTO CENTER
Salt Lake City, UT

REGION 9

CLYDE'S CHEVRON
Mercer Island, WA

DOYLE AUTOMOTIVE SERVICE
Seattle, WA

(2) FOSTER'S SERVICE CORP.
Seattle, WA

* MAYER AUTO SERVICE, Maryville, WA

STOP & GO BRAKE & WHEEL
Portland, OR

REGION 9A

* HAMNER AUTOMOTIVE
Corona, CA

* J & J MUFFLERS
Inglewood, CA

REGION 5

(3) BELOIT FRAME & AXLE
Beloit, WI

CLENS AUTO REPAIR
Racine, WI

DAY-NITE AUTO STATION
Kaukauna, WI

* DES MOINES AREA COMMUNITY COLLEGE
Ankeny, IA

* FRENZ'S BRAKE SERVICE
Minneapolis, MN

K & S WHEEL ALIGNMENT
Waterloo, IA

(2) LARRY GAIDA'S SERVICE STATION
Duluth, MN

* ROY'S SERVICE STATION
Kenosha, WI

REGION 3

AUTO SAFETY SERVICE INC.
Oakland Park, FL

HAGAN SERVICE CENTER
Gainesville, GA

REGION 4

* BOB'S AUTOMOTIVE
Fairborn, OH

(4) BOB'S SERVICE STATION
Hammond, IN

EVANS BRAKE & TIRE SERVICE
Cleveland, OH

* HEATHERDOWNS AUTO SERVICE
Toledo, OH

* PAUL & JOHN'S FRIENDLY SERVICE
Grand Rapids, MI

REGION 0

BOTHEL'S GARAGE
Cape Elizabeth, ME

(2) CAMBRIDGE BRAKE SERVICE
Cambridge, MA

COUNTRY AUTO
Washington Depot, CT

* DUN ROAMIN GARAGE
Danbury, CT

(6) HARRY'S AUTO SERVICE
Great Barrington, ME

* JAY SERVICE STATION
Jay, VT

* LINCOLN TECHNICAL INSTITUTE
Union, NJ

NASH ROAD MOTORS
New Bedford, ME

REGION 1

* BASILE'S EXXON
Fairview Village, PA

* BUD JONES SERVICE
Delmar, NY

* DE JOSEPH BROTHERS
Bridgeport, PA

JOHN'S BODY SHOP
Binghamton, NY

KOLESNIK'S SERVICE STATION
Rochester, NY

NEW YORK AUTO REPAIR & ALIGNMENT
Poughkeepsie, NY

SASSAMAN & BURDEN AUTO
Temple, PA

WOODY'S GARAGE
Montoursville, PA

REGION 2

AFRO-ENGINEERING
Arlington, VA

(8) AUTO BRAKE CORP.
Norfolk, VA

* SMITH AUTO SERVICE
Richmond, VA

SOUTHSIDE GARAGE
Winston-Salem, NC

UNIVERSAL IMPORTS
Rockville, MD

Front Wheel Failures Reported—from page 2

might indicate heat build-up. The inner race has wear marks which indicate the same kind of canted bearing travel as that described above, and shows some indication of heat build-up. The inner wheel bearing location on the spindle appears normal. The broken spindle was sent in by ABBOTT's GARAGE in South Norwalk, Connecticut. The shop reports that the spindle broke when the vehicle was traveling at about 15 mph, and the front wheel fell off. The owner noticed no unusual noise from the front of the car that might indicate impending failure, other than a creaking sound about two weeks prior to the failure.

Any information or parts which our PRP members have relating to this type of bearing or spindle failure would be appreciated. If parts are not available or do not fit the mailbags, jot the information on a failed part tag and enclose the tag in your next shipment.

ITEMS OF INTEREST

- The PRP is still interested in receiving scored brake drums and rotors for use in an NHTSA test program. The program needs drums and rotors which, if machined ("turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971–76 General Motors cars are of particular interest. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.
- The PRP wishes to thank the following shops for the information they provided on the Firestone Steel Belted Radial 500 tires. RICHFIELD WHEEL ALIGNMENT, Minneapolis, Minn., VINS MOTOR SERVICE CORPORATION, Brooklyn, N.Y., and J. GARTNER AUTO SERVICE, Chicago, Ill.

TRIUMPH HEADLIGHT SWITCH FAILURES

The headlight switch shown in the photograph was sent to the PRP by MEADE and GREENLEE GARAGE in Salem, Oregon. The switch was removed from a 1973 Triumph model GT–6 with a mileage of 46,970. Reportedly, the plastic in the switch broke when the switch was turned on. As a result, neither the headlights or parking lights would work.

The NHTSA has received a number of other similar failure reports involving Triumph vehicles. If your shop knows of such a failure, that may have presented a safety-related problem, the PRP would like to hear from you.

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U.S. MAIL

parts return program news

DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

I. 2, No. 10 April 1977

CASE OF THE MONTH

Alleged Disengagement of "C" Section Side Ring from Budd Duo-Rim Wheel, 1972–76 Ford Trucks

This investigation was initiated by the National Highway Traffic Safety Administration (NHTSA), based on information received from an attorney, whose client was injured when struck in the head by a "C" section side ring that suddenly disengaged from a Budd Duo-Rim wheel. It was reported that at the time of the incident, the wheel was mounted on the rear of a 1974 Ford, F–350 truck, and the individual was standing near the truck while it was being driven off a patch of ice. The truck wheels were spinning on the ice when the side ring on the right rear wheel disengaged.

Other similar reports of side ring disengagement have also been received. The case was opened to determine whether the alleged side ring/wheel separations constitute a safety defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

The wheels were manufactured by the Budd Company, and are size 16 x 5.50, two-piece assemblies. The split-design side ring has a "C" shaped cross section and incorporates a tool notch for ease of removal. The illustration below shows the general design of the wheel and side ring under investigation.

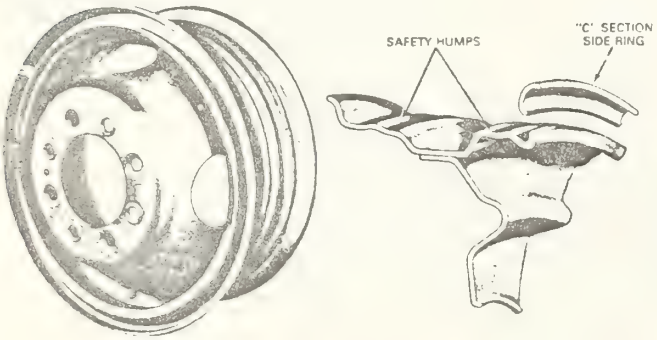
Presently, it is known that wheels of this type were installed as original optional equipment on Ford F–250, F–350, P–350, and P–400 trucks, including some with dual rear wheels. Another report, as yet unverified, indicates that the same wheels may also have been installed on some Dodge and International Harvester trucks.

If your shop encounters or knows of any instances of side ring separation on these wheels, we ask that you report them to us immediately. If the components are too large for the PRP mailbags, please telephone for special shipping instructions.

BRAKE HOSE LENGTH

Recently some flexible brake hoses from the front of 1973 and 1975, Dodge, half-ton pickup trucks were received from MR. BRAKE in Salt Lake City, Utah, and MR. BRAKE #9 in Pocatello, Idaho. Each shop indicates that insufficient hose length causes the hose to stretch and crack when a vehicle is in a sharp turn. The brake hose in the photograph below is from a 1975 Dodge half-ton pickup. Note the location of the crack. The PRP has received other similarly cracked brake hoses from Dodge light trucks. The majority of these are from vehicles that were from two to four years old with an average mileage of 36,000. Similar failures have also been reported on GM trucks. Please be on the lookout for this kind of brake hose failure.

The Duo-Rim & "C" Section Side Ring



ITEMS OF INTEREST

- The PRP operates on the basis of voluntary support from its member automotive repair shops across the country. *The PRP needs more members.* While we welcome new members from all parts of the country, there are certain areas in which we are particularly anxious to enlist more members. These include the southeastern and middle portions of the country. We invite our existing members to assist in the membership drive. Please be on the lookout for other potential members. If you know of a shop that might be interested, let us know or have them contact us as soon as possible. Thanks!

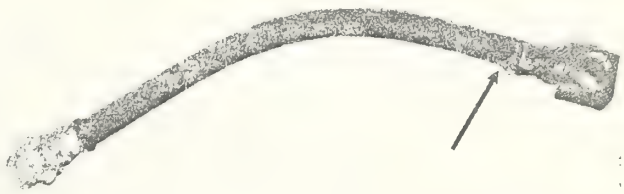
- At least once each calendar quarter the PRP sends all its members a list of the current safety defect investigations being conducted by the National Highway Traffic Safety Administration. We encourage our members to review this list, and send us failed parts and information related to those investigations. Keep those parts and information coming.

- Mr. B. M. Hurley, Jr., of HURLEY SUPER SERVICE, Pueblo, Colorado informed the PRP that his shop encountered a failure on a converter flex plate similar to the one described in the December issue of the PRP News (1973 Buick Century). Mr. Hurley stated that the failure occurred on a 1970 Cadillac Ambulance with a 472 CID engine and a Turbo Hydromatic transmission. Similarly, Mr. Al Elson of COTTMAN AUTOMATIC TRANSMISSION in Bridgeport, Pennsylvania informed the PRP that his shop has had to replace a large number of flex plates in late model Buicks. The shop now tries to maintain one or two of the flex plates in stock at all times. Special thanks to Mr. Hurley and Mr. Elson for providing information on this previously published PRP news article.

- The PRP is still interested in receiving scored brake drums and rotors for use in an NHTSA test program. The program needs drums and rotors which, if machined ("turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971–76 General Motors cars are of particular interest. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.

THROTTLE CABLE STICKS

The throttle cable shown below was taken from a 1975 two-door Granada, which had accumulated 30,000 miles and was equipped with a 302 CID V8 engine. The cable was removed by Dick Jordan's STANDARD SERVICE STATION of Clayton, Missouri and sent to the PRP. As shown in the photograph, the cable is frayed on one end. This reportedly caused the throttle to stick in the open position when the vehicle was started. In addition to this cable, the PRP recently received two other throttle cables from vehicles involved in similar incidents. One was from a 1971 Chevrolet Caprice with 46,394 miles and was sent in by CLEMENS AUTO REPAIR of Racine, Wisconsin. The other was from a 1972 Chevrolet Nova with 52,103 miles and was sent in by DOYLE AUTOMOTIVE of Seattle, Washington. We would like all of our PRP members to keep this reported incident in mind in the coming months, and report to us any similar failures that are encountered.



TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbag, tags, etc., have any questions, or would like to pass on comments, please call collect. Place your call to Bruce Beddow, Ms. Jonni Peizer, or Guy Whiddon at (703) 527–4500. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m.

If you have a contribution or suggestion for the PRP NEWS, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

OUTSTANDING SHOPS

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REGION 8

* DESERT HILLS PHILLIP'S 66
  Las Vegas, NV
* HIGWAY UNION 76
  Marsing, ID
* HURLEY SUPER SERVICE
  Pueblo, CO
  JOHN'S GARAGE
  Nampa, ID
  SCHULTE'S AUTO SERVICE
  Albuquerque, NM

REGION 5

* BLUEMOUND AUTOMOBILE SERVICE
  Wauwatosa, WI
* EARL'S SERVICE CENTER
  Minneapolis, MN
  HESSEFORT SERVICE
  Kenosha, WI
  JOE'S AUTO SERVICE
  Appleton, WI
  RICHFIELD WHEEL ALIGNMENT
  Minneapolis, MN

REGION 4

DEKORNER BROTHERS
Wyoming, MI

* GLEN PERRY GARAGE
  Indianapolis, IN
* WAYNE & LAMARR GARAGE
  Brownsburg, IN

REGION 0

(2) BOTHEL'S GARAGE
Cape Elizabeth, ME

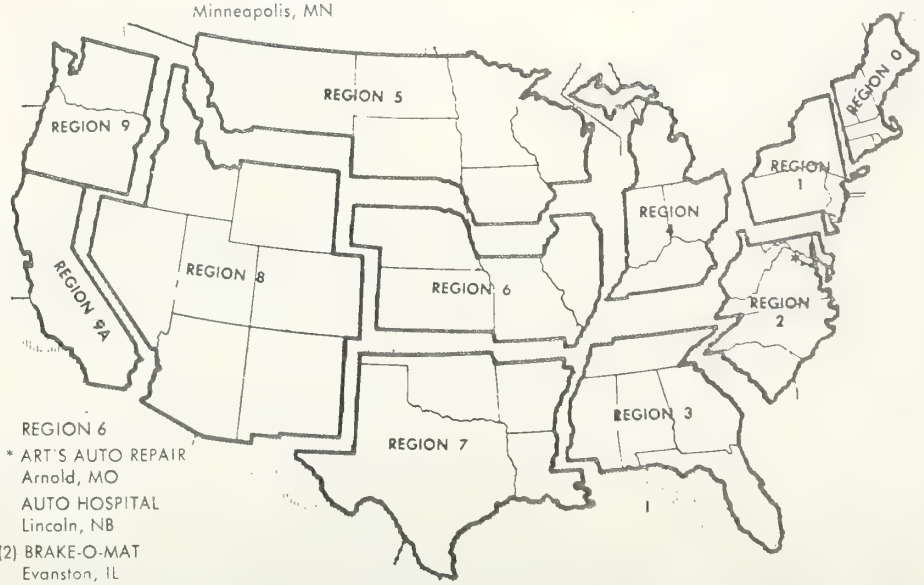
* FAIRVIEW SERVICE
  Bantam, CT

(7) HARRY'S AUTO SERVICE
Great Barrington, MA

* HENNIKER AUTOMOTIVE
  Henniker, NH
* KURZE'S GULF STATION
  Kent, CT

(2) NASH TOAD MOTORS
New Bedford, MA

* SYSTEM BRAKE SERVICE
  Perth Amboy, NJ
* WORCESTER VOCATIONAL TECHNICAL SCHOOL
  Worcester, MA



REGION 9

L.A.D. AUTO ELECTRIC
Spokane, WA

* NORM'S AUTO REPAIR
  ARLINGTON, WA
* SPORTS CAR SERVICE
  Seattle, WA

(2) STOP & GO BRAKE & WHEEL
Portland, OR

* SUBURBAN AUTOMOTIVE
  Lynnwood, WA

REGION 9A

* A & F ALIGNMENT
  Long Beach, CA
* ED COFFER/ATS
  San Diego, CA
  HAMNER AUTOMOTIVE
  Corona, CA
  ISE AUTOMOTIVE SERVICE
  Hollywood, CA
  JERRY HALL TIRE
  Costa Mesa, CA
  MILLER'S AUTOMOTIVE
  Fullerton, CA
* WERK BROTHERS GARAGE
  Pasadena, CA

REGION 6

* ART'S AUTO REPAIR
  Arnold, MO
  AUTO HOSPITAL
  Lincoln, NB

(2) BRAKE-O-MAT
Evanston, IL

CAPITAL AUTOMOTIVE
Lincoln, NB

(2) DICK JORDAN'S STANDARD
Clayton, MO

J. GARTNER AUTO SERVICE
Chicago, IL

* K & B BRAKE & WHEEL
  Omaha, NB
* NIEBLING AUTO REPAIR, INC.
  St. Louis, MO

REGION 7

* HILL'S AUTOMOTIVE CENTER
  Abilene, TX

REGION 3

ALBERT'S GARAGE
Miami Beach, FL

AUTOMOTIVE PARTS CENTER
Greenville, AL

* BECKTON AUTO REPAIR
  Savannah, GA

(2) HAGAN SERVICE CENTER
Gainesville, GA

REGION 1

* BROUGHTON MOTOR SALES
  Monongahela, PA
  COTTMAN AUTOMATIC TRANSMISSION
  Bridgeport, PA
* FARRELL'S SUNOCO
  Fairview Village, PA

(2) KOLESNIK'S SERVICE
Rochester, NY

VIN'S MOTOR SERVICE
Brooklyn, NY

* YOUNGWOOD EXXON
  Youngwood, PA

REGION 2

(2) AFRO ENGINEERING
Falls Church, VA

(9) AUTO BRAKE CORP
Norfolk, VA

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related manufacturing defects in motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

  The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.
- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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Section 5

THE PRP - AN OUTSIDE LOOK

5.0 General

The Parts Return Program has been the subject of considerable comment during the course of the contract year. Numerous publications have contained articles on the PRP. The primary source of these articles was a NHTSA press release (shown in pages following this section).

The PRP was also the subject of a consumer affairs program produced by the evening news department of WCCO-TV, Minneapolis, Minnesota. The PRP appears to be gaining some notoriety in the industry since several requests for newsletters and mailing lists have been received from associations and manufacturers and their representatives.

Possibly most critical to the future of the PRP are the recent (November 1976) review and recommendations made by the Motor Vehicle Safety Advisory Council, which are contained in the following section.

5.1 Review by Motor Vehicle Safety Advisory Council

In a November 1976 letter to Dr. William T. Coleman, the National Motor Vehicle Safety Advisory Council specifically recommended the inclusion of new vehicle dealerships in ODI's existing reporting system. The report stated that the dealer as a key participant in the manufacturer/seller/consumer relationship, could be a major contributor to the defect-recall program. The report further states, "Dealer reports can provide immediate and valuable information on the frequency and type of repairs and/or defect-related conditions observed on late-model cars." Rather than canvass all dealers, the council has suggested that a carefully designed sampling of dealers throughout the country could provide reliable data not currently

included in NHTSA's data sources.[1] The outcome of this recommendation is to expand the PRP such that it would lead to more representative identification of "real world" safety-related problems. "Such improvements are necessary to guarantee that information used by NHTSA is representative of events as they occur across the U.S."

The Motor Vehicle Safety Advisory Council further suggests contacting high mileage users, such as police and taxi fleets. Since these users may generate in one year as many miles as a private passenger vehicle would accumulate in three to five years, defects information may be obtained on failures that do not occur early in a vehicle's lifetime. To utilize this data source, the application and use of the vehicles comprising the fleet must be considered. KSI concurs with these recommendations. Further discussion of this topic may be found in Section 6.

The council points out the PRP's value saying, "It must be recognized that defects on cars still under warranty are likely to be identified and corrected by the manufacturers. NHTSA is faced with the problem of investigating reported failures in vehicles and equipment already on the road, regardless of warranty status. Thus, the Parts Return Program, though of limited scope, should be continued."[2]

5.2 Independent Publications

We are aware of eight publications that carried articles on the PRP during the contract year; three were trade association newsletters, two were subscription trade papers, and three reached a consumer audience. Circulation of these eight publications amounts to nearly one half million. A January issue of DOT News was

[1] KSI notes that, like dealers, automotive parts suppliers occupy a significant position in the manufacturer to consumer process. This data source should be explored as well. In fact, a few automotive merchants that market components as well as repair vehicles are currently enrolled in the PRP. See Infra 6. Recommendations.

[2] Brian O'Neill, IIHS, National Motor Vehicle Safety Advisory Council.

the source of half of the articles. The others were the result of direct involvement by the PRP (either KSI or ODI) personnel. The articles have brought ten actively contributing shops into the program. Although this number of shops may not seem significant, it should be kept in mind that these participants enrolled of their own accord and are highly motivated. Because they are basically more interested in the PRP (like enrollees from the direct mail campaigns), these participants as a group have a greater potential value than shops enrolled through conventional means.

In addition to the new enrollees, the articles serve to increase public awareness of the PRP. This will be valuable in future enrollment campaigns and in future programs.

The following details the publications and articles we are currently aware of:

Table 5-1

Publication	Date, Page	Circulation
Let's Talk Road Service	July 1976 pg. 1	17,600 Assoc. Contractors
Audience: Road Service Contractors, Independent Garages, Gas Stations		
Distribution: Quarterly		
Source of Material: Kappa Systems, Inc.		
Automotive Aftermarket News	Feb. 1977 pg. 9	80,000 Subscription Controlled
Audience: Parts jobbers, distributors, manufacturers, etc.		
Distribution: Monthly		
Source of Material: DOT Press Release		
The Automotive Independent	Feb. 1977 pg. 3	5,000 ASC-IGO Cal. Mem.
Audience: Independent Automotive Repair Garages		
Distribution: Monthly		
Source of Material: Kappa Systems, Inc.		

Publication	Date, Page	Circulation
National School Bus Report	March 1977 pg. 7	2,000 NSTA Members

Audience: School transportation contractors, offices
Distribution: Monthly
Source of Material: PRP News

NHTSA News	March 1977 pg. 2	950 Safety Agency Employees

Audience: NHTSA Staff, some department staff
Distribution: Monthly
Source of Material: Office of Defects Investigation

American Motorist	April 1977 pg. 13	205,438 AAA Members

Audience: Automotive Owners, Operators
Distribution: Monthly
Source of Material: DOT Press Release

New York Auto Repair News	May 1977 pg. 10	11,000 Subscription Controlled

Audience: Auto repair facilities (dealers, independents, body repair, etc.)
Distribution: Monthly
Source of Material: DOT Press Release

Consumers Research Magazine	June 1977 pg. 5	175,000 Subscription Controlled

Audience: Extensive, varies
Distribution: Monthly
Source of Material: DOT Press Release

TOTAL CIRCULATION: 497,000

5.3 Television Coverage on PRP - WCCO-TV News

On January 23, 1977, WCCO-TV in Minneapolis, Minnesota, aired a consumer-oriented report on the evening news about the PRP.[1] Two requests for

[1] The source used for the program was a January 1977 DOT News Release.

further information on the program and four vehicle owner complaint letters were received that could be attributed to the news show. Undoubtedly, considerable benefit can be obtained from the public exposure this type of program provides.

Section 6

CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

6.1.1 PRP News and Maintaining Shop Communications

The monthly PRP News is the single most effective tool employed in the program. In fact, if there is one facet of PRP operations upon which program success is solely dependent, it is the development, preparation, production, and distribution of the PRP News. Although other functions have a critical effect on program success, we believe that given enough time, most problems can be corrected. However, without the newsletter, the program could not survive. The PRP News is the only continuous communications link between the program administrators and member shops, and it is the most effective tool employed to stimulate shop participation.

6.1.2 Maintaining Old Inactive Shops in the PRP

It is of little value to maintain shops in the program that have been inactive for over one year. It requires a high utilization of resources to continually add and delete shops from the program for the singular purpose of maintaining a current membership. Enrollment campaigns should be conducted for the purpose of obtaining more active shops in the program, rather than of increasing the total number of member shops. The program receives no material benefit from the inactive members.

6.1.3 Follow-Up Shop Contacts

Follow-up campaigns can be beneficial to the PRP by identifying shops that can be expected to submit parts in the future, and by stimulating shops to become active. Little benefit is derived from sending follow-up letters to shops

that have been enrolled for two or more years and have never submitted parts. Follow-up campaigns to shops that have been active in previous years have had the best results. Follow-up contacts to newly enrolled shops should be conducted periodically throughout the first year of enrollment. If a shop does not become an active participant during its first year as a PRP member, the probability of its ever becoming an active participant decreases drastically. The more time that elapses between the time a shop submits its last part (or was enrolled, if no parts have been received), the less likely it is that the shop will respond to the follow-up contact positively, either by returning a postcard, or more importantly, by sending parts.

6.1.4 Direct Mail Enrollments

This initial effort did not appear satisfactory in terms of new enrollments (ten enrollments out of 224 individual pieces of mail sent). However, in analyzing the number of shops who sent in parts from the ten enrolled (four shops), the results are very satisfactory. This method could probably be perfected into a cost-effective approach for shop enrollment.

6.1.5 Official NHTSA Public Release Documents

The release of official information from DOT/NHTSA generates a great deal of interest in the program from other sources. A case in point is the January 1977 press release concerning the PRP. As a result of the press release, four articles were printed in various trade and association publications. This interest has resulted in the enrollment of at least ten active shops in the PRP. The number of active shops resulting from the press release is equivalent to the number of active shops we could currently anticipate as new enrollees over a period of three months after completion of an enrollment campaign(s) numbering about 300 enlistments.

6.1.6 Failed Part Count

The number of failed parts received this year totaled 1,408. This figure represents a monthly receipt average of 117 parts. The previous year's monthly

average was approximately 79. This year's part count represents a 48% increase over the previous year. The very successful increase was due in part to the increase in the average number of parts received per shop: 4.06 parts per shop last year and 5.64 parts per shop this year. The number of shops that contributed parts this year is approximate to the number submitting parts during the previous year.

6.1.7 New Procedures to Collect Newer Model Data

Procedures to collect information on newer model vehicles were initiated in the last half of the contract year. These procedures, which involved contacting shops directly for added information on new car problems and publishing articles in the PRP News, proved to be successful. Several members have indicated that in the future, they would like to see more information on new model year vehicles in the PRP News. The shops indicated that the information would be helpful in the diagnosis and repair of vehicles they service.

6.1.8 New Shop Enrollment by a Sub-Contractor

The utilization of a sub-contractor who could provide a substantial existing field force proved very beneficial in new shop enrollment campaigns. Our sub-contractor, EQUIFAX, provided 300 contacts and enrolled 176 PRP members, an enrollment rate of 59%. As of the date of this report, 2% had become active. KSI contacted the remaining 422 shops for the 1976-77 year, resulting in 131 shop enrollments, a 31% enlistment rate. However, by excluding the direct mail enrollments, which are not really comparable, we find that our KSI enlistment rate is 61%, which is similar to EQUIFAX's. Moreover, the number of new active shops from the KSI enrollees was 4%, which is somewhat better than EQUIFAX's percentage of active shops.

6.2 Recommendations

6.2.1 PRP News Production Approaches

The current development, layout/graphics, reproduction, and distribution cycle of the PRP News is becoming quite lengthy. Other operating procedures

should be considered for this preparation cycle that would focus on expediting timely distribution.

These revised procedures could include preparing articles in advance to ensure available newsletter material on short notice. This material could be made available to the NHTSA CTM or even to the NHTSA Publications Department.

One possible drawback to this procedure, however, would be the loss of certain current events features in the newsletter. Our philosophy in newsletter development over the past two years has been to focus on subject material that is current, i.e., case material, communications from shops, etc. We feel, however, that the distribution of a newsletter on a timely schedule is more important than the currency of the information it contains.

6.2.2 Creating More Shop Incentives

Most of the shops who sent in failed parts during the contract year did so because of the PRP newsletter, or as a result of information received from other sources, or because of our follow-up campaigns. It is safe to say that each one of these shops is genuinely interested in the safety aspects of the PRP. Of the remaining 1,551 shops in the program who did not contribute, we can also accurately state that a large percentage of these shops must also support increased safety on the highways. Evidently, whatever incentives are available in the program, they succeed in motivating only a small proportion of the total membership to return failed parts.

New incentives must be made available to increase the level of participation. Certain new incentive programs could be implemented. For example, NHTSA-originat correspondence directed at the shops might be beneficial in maintaining currently active shops in the program. This type of correspondence might include letters to shops that contributed significant parts, such as those supporting investigations resulting in recalls.

Another proven success has been the press release issued by the NHTSA. In addition to bringing more active shops into the program, the increased public

exposure could be a significant factor in future enrollment campaigns. The practicality of distributing NHTSA press releases directly to PRP shops should be looked into. The development of more numerous rewards to active shops should be investigated. These might include PRP logos that would be printed on decals or provided to shops for use on company stationary, or clipboards/folios, which would be used by shops to retain PRP newsletters and other documentation received from the PRP. Finally, ideas to create more continuous recognition of participating shops, such as preparing a directory of active contributors, should be developed.

6.2.3 Increasing the Quality of Failed Parts Received

More emphasis needs to be placed on educating and motivating shops to submit parts that are both safety-related and possibly defective. The PRP does not want to discourage shops from sending in parts, but the program should stress the difference between safety-related versus not safety-related defects, and potentially defective versus worn out or misused parts.

Two approaches to improve the quality of returned parts have been used in the past with some degree of success. These were the reproduction of a poster highlighting definite safety-related and defective components and the use of one-page printed requests for specific parts. Both of these approaches should be used again.

The plans implemented during the second half of the contract period to procure more parts from late model vehicles should be expanded. One procedure not used as yet would be to review manufacturer technical service bulletins for information that might be useful to shops. Diagnostic and repair information might alert members to potential problems in newer automobiles. These service tips might be incorporated into a regular feature in the PRP News.

6.2.4 Other Potential PRP Contributors

The PRP should continue to investigate utilizing all possible contributors to the PRP and should not be limited to only independent automotive repair shops.

6.2.5 New Shop Follow-Up Campaigns

New shop follow-up contacts are needed as soon as 30 days after enrollment. These contacts should be by telephone. The purpose of the call is to determine 1) if the shop completely understands the operation and purpose of the program, and 2) to see if the shop has received our shop kit in the mail. Once the contact is made, the PRP staff member can request that the shop expedite returning parts to the program and review with the shop the types of parts and malfunctions the program is interested in.

6.2.6 New Shop Enrollments by a Sub-Contractor

The use of a sub-contractor to make the initial contacts and enlistment of new shops proved to be a viable approach to recruitment. This proved especially true in areas we could not cover with existing staff members. We recommend that this approach be used again.

6.2.7 NHTSA Mailing List Audits

To ensure the accuracy of the NHTSA mailing list, periodic checks of the addresses should be performed. The frequency of these checks should not be less than once each quarter.

Failed Part Tag FORM APPROVED O. M. B. No. 004S 72032

Car/Truck Manufacturer: Chrysler ☐

American Motor ☐ Ford ☐ GM ☐ Other ☐

Make_____ Model_____

Year Made 19_____ Mileage_____

Date Removed____/____/____by initials_____

Part Description_____

Failure Description_____

_____

_____

Print Vehicle Owner's Name & Address on Back

PARTS RETURN PROGRAM
FAILED PART DATA SHEET

BIN NO. _____ PRP NO. P _____

SHOP ID NO. ☐☐☐☐☐☐☐☐ DATE RECEIVED ___/___/___

OWNER IDENTIFICATION

Vehicle Owner: _____ Telephone: ( ) _____

Street Address: _____

City: _____ State: _____ Zip: _____

VEHICLE DATA

Manufacturer: American Motors _____ Chrysler Motors _____ Ford Motors _____ General Motors _____

Other: _____

Additional Model Information (If Any) _____

Make: _____ Model: _____

Year: 19 _____ Mileage: _____ VEHICLE CODE: ☐☐☐☐☐☐☐☐☐☐☐

COMPONENT DATA

Component Classification: _____

Component Description: _____ ☐☐☐☐☐☐☐☐ CLASS ☐☐ S E

Component Mileage: _____ Date Removed _____

I.D. Marks: _____ ☐ O/R

FAILURE DESCRIPTION

☐ NO PART RECEIVED

☐ INFORMATION FROM SHOP

☐ INFORMATION FROM OWNER

FAULT CODES

CAUSE ☐☐

RESULT ☐☐

(OVER)

PRP NO. P _____

SHOP DATA

Part(s) Returned By: _____ _____ _____ _____

SHOP CODE NO. CITY STATE ZIP

COMMENTS FROM SHOP

(ATTACH LETTERS)

PHOTOGRAPHS

VEHICLE OWNER'S ANALYSIS CODING SHEET

HS Form 10 (Page 1)
Revised (7-76)

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECTS INVESTIGATION

ODI #	OWNERS NAME		OWNERS ADDRESS							
	LAST	FIRST & M.I.	STREET ADDRESS	CITY	ST	ZIP	LETTER DATE (Y Y M M D D)	UNUSED	UNUSABLE	UNUSABLE	CARD TYPE	ACTION
											1	

ODI #	CONTROL INFORMATION					HOTLINE PACS #	PRP INFORMATION			SOURCE CODE	UNUSED	UNUSABLE	UNUSABLE	CARD TYPE	ACTION
	BY	YR	NO.	REFERRED BY	ST		DATE PART REC	PRP REFERENCE #	SHOP CODE						
														2	

ODI #	VEHICLE INFORMATION																							
	MFR. CODE				YR	VC	BODY STYLE	VIN	GVW	UNUSED	HP	# CYL	CARB.	P. BRAKES	STEERING	AUTO TRANS.	A.C.	CRUISE CONT.	PURCHASED	N/U	INVESTIGATE	WHEEL BASE	CID	VEH. IDENT	COMP. IDENT.	CARD TYPE	ACTION
	MFR.	DIV.	SERIES	CLASS															Y Y M M D D								
																								A	A	3	

ODI #	FOR VEHICLES MFG. IN TWO STAGES														
	MFR. CODE				YR	VC	BODY STYLE	VIN	GVW	PURCHASED	N/U	WHEEL BASE	UNUSED		
	MFR.	DIV.	SERIES	CLASS						Y Y M M D D					
														A	A 4

ODI #	COMPONENT CLASS	LOC		FAULT		WARRANTY SERVICE	MILEAGE AT FAILURE	DATE OF FIRST FAILURE	NO. OF OCCUR.	HAZ. CAT.	ACCIDENT	INJURIES	FATALITIES	PROP. DAMAGE	ENVIR. COND.	DRIVE COND.	FAILURE TYPE	MOTION	FIRE	LOSS CONTROL	FMVSS	PART ID NUMBER	O/R	PRP BIN NUMBER	PRP PART LOCATION IF REMOVED	UNUSED				
		SIDE	END	CAUSE	RESULT			Y Y M M D D			TYPE ACCIDENT																			
																										A	A 5			

ODI #	TIRE INFORMATION																		
	MFR	BRAND	SIZE	NAME	UNUSED	CONST	TYPE	CORD	BELT	PLY TR.	PLY SIDE	LOAD RANGE	TIRE ID #	INV. AUDIT OR SURVEY	EA NUMBER	RECALL NUMBER	UNUSED		
																		A	A 6

ODI #	COMMENTS			
		A	A 7	
		A	A 8	

HS Form 10 (Page 2)
Revised (7-76)

VEHICLE OWNER'S ANALYSIS CODING
CONTINUATION SHEET

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECTS INVESTIGATION

VEHICLE INFORMATION

ODI #	MFR. CODE: MFR.	DIV.	SERIES	CLASS	YR	VC	BODY STYLE	VIN	GVW	UNUSED	HP	# CYL	CARB.	P. BRAKES	P. STEERING	AUTO TRANS.	A.C.	STEREO CONT.	PURCHASED: Y Y M M D D	N/U	TWO STAGE VEH.	WHEEL BASE	CID	VEH. IDENT.	COMP. IDENT.	CARD TYPE	ACTION
																										3	

FOR VEHICLES MFG. IN TWO STAGES

ODI #	MFR. CODE: MFR.	DIV.	SERIES	CLASS	YR	VC	BODY STYLE	VIN	GVW	PURCHASED: Y Y M M D D	N/U	WHEEL BASE	UNUSED
													4

A-5

ODI #	COMPONENT CLASS	LOC: SIDE	LOC: END	FAULT: CAUSE	FAULT: RESULT	WARRANTY SERVICE	MILEAGE AT FAILURE	DATE OF FIRST FAILURE: Y Y M M D D	NO. OF OCCUR.	HAZ. CAT.	ACCIDENT	TYPE ACCIDENT	INJURIES	FATALITIES	PROP. DAMAGE	ENVIR. COND.	DRIVE COND.	FAILURE TYPE	MOTION	FIRE	LOSS CONTROL	FMVSS	PART ID NUMBER	O/R	PRP BIN NUMBER	PRP PART LOCATION IF REMOVED	UNUSED
																											5

TIRE INFORMATION

ODI #	MFR	BRAND	SIZE	NAME	UNUSED	CONST.	TYPE	CORD	BELT	PLY TR.	PLY SIDE	LOAD RANGE	TIRE ID #	INV, AUDIT OR SURVEY	EA NUMBER	RECALL NUMBER	UNUSED
																	6

ODI #	COMMENTS
	7
	8

PARTS RETURN PROGRAM

PRP# P_____ TELEPHONE CONTACT REPORT _____Initial Contact
Date _____ _____Follow-up Contact
if follow-up contact, complete form prior to calling

SHOP NAME_____ CONTACT NAME_____

SHOP LOCATION_____ PHONE # (___)_____
City State collect? execunet?

VEHICLE DATA

MANUFACTURER_____
Primary Second Stage

MAKE_____ MODEL _____

SERIES/CLASS_____ MODEL YEAR_____ BODY STYLE_____

VEH. ID # (VIN)_____ NEW/USED_____

VEH. MILEAGE_____ PERSONAL/COMMERCIAL USE_____

EQUIPMENT
Complete as Appropriate

____ C.I.D. ____ A.C.? ____ Auto. Trans.? Col. or Floor Shift_____

____ # of Cyl. ____ P. Brakes? ____ Speed Cont.?

____ Carb./Fuel Inj. ____ P. Steering? ____ 3rd Seat? (s.w. only)

LIGHT TRUCKS/MPV'S ONLY

____ OPT. G.V.W. ____ CAMPER? ____ 4 WHEEL DRIVE?

MEDIUM & HEAVY TRUCKS ONLY

____ TRANS. _____ G.V.W.

____ DEISEL/GAS _____ # OF AXLES

____ WHEEL BASE _____ # OF DRIVE AXLES

COMPONENT DATA

COMPONENT DESCRIPTION_____

COMPONENT LOCATION (L/R, F/R)_____ DATE REMOVED_____

ORIGINAL OR REPLACEMENT (O/R)____ If replacement, complete remainder of section, else skip to next section.

COMPONENT DATA - CONT.

Replacement Parts Only, Complete Following

DATE OF FIRST FAILURE_____ NUMBER OF OCCURANCES_____

COMPONENT MILEAGE (most recent failed part)_____ DATE INSTALLED_____

PURCHASED AT_____ O.E.M. ?_____ If after-market

NAME OF PART MANUFACTURER_____

FAILURE DATA

PRIMARY CAUSE OF FAILURE_____

OTHER CAUSES_____

RESULT OF FAILURE_____

_____VEHICLE IN MOTION? _____FIRE?

_____LOSS OF CONTROL? (partial) (total) _____ACCIDENT? If yes please

describe type and how accident occurred_____

_____

_____# of Injuries _____# of fatalities $_____property damage

HOW WAS FAILURE DIAGNOSED? SYMPTOMS_____

_____

HAS SHOP SEEN SIMILAR FAILURES ON OTHER VEHICLES? IF YES, START NEW REPORT

VEHICLE OWNER DATA

NAME_____ PHONE # ( )_____

STREET ADDRESS_____

CITY_____ STATE_____ ZIP_____

MAY WE CALL OWNER? _____

COMMENTS

FURTHER ACTION REQUIRED? EXPLAIN_____

Certificate of Participation

This is to certify that

IS ACTIVELY PARTICIPATING TO
IMPROVE MOTOR VEHICLE SAFETY
THROUGH COOPERATION IN THE

NATIONAL PARTS RETURN PROGRAM

FOR THE YEARS 1976-1977

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

ISSUED BY:

PROGRAM MANAGER

CONTRACT NO. DOT-HS-6-01433

INITIAL CONTACT

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:

U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Date _____

SHOP QUESTIONNAIRE

Shop Name _____

Address _____

City & State _____ Zip Code _____

Phone No. Area Code _____

Owner or Manager _____

Number of Bays or Stalls _____

Brake Repair: Yes _____ No _____

Other systems which are repaired here: Steering _____ Suspension _____

Towing Service: Yes _____ No _____

Other Comments: _____

_____

_____

_____

_____

Region # _____ Signed: _____

PRP SHOP TELEPHONE CALLS

DATE	SHOP NAME	CITY & STATE	PHONE NO.	REQUEST

page_____

BAGS RECEIVED FOR
MONTH OF _____

BAG #	SHOP ID #, NAME, etc.	DATE

PARTS RETURN PROGRAM CODING INSTRUCTIONS

Card Type 1 (only one card type 1 per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Part Number/first character is P; second character is 0 if record represents a part, 8 if record represents information only, which was provided by a program participant, or 9 if record represents information only, which was provided by a source other than a program participant. Last four characters must be numeric. Required entry.
7 - 30	Owner's name, (last name, first name)/if name is not given enter "resident." Start first name in column 19, if last name does not overlap. Alpha characters. Required entry.
31 - 69	Owner's Address 31-52 Owner's street address/enter vehicle owner's street address if known. If unknown, leave blank. Alpha/numeric field. 53-62 Owner's city/enter vehicle owner's city if known. If unknown, leave blank, abbreviate if necessary. Alpha field. 63-64 Owner's state/enter owner's state of residence if given. If not specified, enter 00. Use code tables (state). Alpha/numeric field. Required entry. 65-69 Owner's zip code/enter owner's zip code if known, if unknown leave blank. Numeric field.
70 - 75	Letter date/if letter is source, enter letter date, if none is given, enter date of failure. If date of failure is unknown, enter date received. If part is source, enter date of failure, if unknown, enter date part was received. (year/month/day) numeric field. Required entry.
76	Unused.
77 - 78	Unusable.
79	Card type/enter a "1" for card type 1. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 2 (only one card type 2 per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Part Number/duplicate number used in card type 1. Required entry.
7 - 42	Control information/not used for PRP.
43 - 48	PACS/HLCR Number - not used for PRP.
49 - 54	Date part received/enter the date part is received from shop (year/month/date). Numeric field. Required entry for PRP.
55 - 60	PRP reference number/used for conversion only. Six-character ODI number with a leading 0. Numeric field.
61 - 69	Shop code number/enter 8-character shop code from the failed data sheet. Right justified, numeric field. Required entry for PRP.
70 - 71	Source code/enter PR for PRP. Alpha field. Required entry.
72 - 76	Unused.
77 - 78	Unusable (internal record sequence).
79	Card type/enter "2" for card type 2. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 3 (up to 26 alpha characters for card type may be used per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry.
7 - 71	Vehicle Information 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's table. Numeric field. Required entry. 7-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required entry. 19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.

Card Type 3 - Continued

Columns	Description/Explanation
	19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.
	21-22 Body style/enter unique body style code found in Body Style Table. Should agree with codes in VSM master list if vehicle is less than six years old and manufacturer code appears on list. Left justify. Alpha or numeric field. Required field.
	23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.
	43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Numeric field, right justify.
48 - 50	Unused.
51 - 53	HP/enter vehicle unique horsepower if given, otherwise leave blank. Numeric field, left justify.
54	Number of cylinders/enter the number of cylinders in engine if given, otherwise leave blank. Numeric field.
55	Carburetor/enter the number of barrels the carburetor has if given, otherwise leave blank. Numeric field.
56	Power brakes/enter "Y" for yes if the vehicle has power brakes, otherwise leave blank. Alpha field.
57	Power steering/enter "Y" for yes if the vehicle has power steering, otherwise leave blank. Alpha field.
58	Automatic transmission/enter "Y" for yes if vehicle has automatic transmission, otherwise leave blank. Alpha field.
59	AC/enter "Y" for yes if the vehicle has air conditioning, otherwise leave blank. Alpha field.
60	Speed control/enter "Y" for yes if the vehicle has speed control, otherwise leave blank. Alpha field.
61 - 66	Purchase date/enter date vehicle purchased if given (year/month/day). If month and year are given, assume day as first day of month, if date is not given, leave blank. Numeric field.
67	New or used - N/U/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.

Card Type 3 - Continued

Columns	Description/Explanation
68	Two-stage vehicles/enter "Y" for yes if vehicle is manufactured in two or more stages, otherwise leave blank. Alpha field.
69 - 71	Wheel base/enter wheel base in inches if given, otherwise leave blank. Left justify, numeric field.
72 - 76	CID/enter vehicle engine cubic inch displacement if given, otherwise leave blank. Numeric field.
77	Vehicle identifier/enter an "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter an "A" for first component. Subsequent parts or complaints do not require an additional card type three. Required entry.
79	Card type/enter "3" for card type 3. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 4 - card required only when "Y" is entered in column 68 of Card Type 3.

Columns	Description/Explanation
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry when card type 4 is used.
7 - 57	For vehicles manufactured in two or more stages 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's Tables. Numeric field. Required when vehicle is manufactured in two or more stages. 17-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required when vehicle is manufactured in two or more stages. 19-20 Vehicle category/enter vehicle categories code from Vehicle Category Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages. 21-22 Body style/enter body style code from Body Style Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages.

Card Type 4 - Continued

Columns	Description/Explanation
	23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.
	43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Right justify, numeric field.
	48-53 Purchase date/enter date second stage was purchased if given (year/month/day). If month and year given, assume day is the first day of the month. If date not given, leave blank. Numeric field.
	54 New or used/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.
	55-57 Wheel base/enter wheel base if given, otherwise leave blank. Numeric or blank field.
	58-76 Unused.
77 - 78	Internal Record Sequence 77 Vehicle identification/enter "A" for first vehicle in record. Only one card type 4 per PRP number is used. Subsequent vehicles are assigned unique PRP numbers. Subsequent components do not require an additional card type 4. Alpha field. Required entry when card type 4 is used.
	78 Component identifier/enter "A" for the first failed component of the vehicle. Subsequent components do not require an additional card type 4. Only one vehicle is assigned a PRP number, alpha field. Required entry when card type 4 is used.
79	Card type/enter "4" for card type 4. Numeric field, required entry when card type 4 is used.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - (up to 26 alpha characters for card type may be used per record). Required card in record group. Only components that are related to the same incident of failure are coded under one PRP number. Unrelated components are assigned unique PRP numbers even if they are removed from the same car on the same date.

Columns	Description/Explanation
1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.

Card Type 5 - Continued

Columns	Description/Explanation
15 - 16	Component location/enter component location, if applicable, i.e., when an S (side) and/or E (end) appear after code number in the Component Classification Table. Required field when component class code shows S and/or E indicator in Component Classification Table. 15 Side/enter "R" for right, "L" for left, "U" for unknown if component class code required side indicator. Otherwise leave blank. Alpha field. 16 End/enter "F" for front, "R" for rear, "U" for unknown if component class code requires end indicator. Otherwise leave blank. Alpha field.
17 - 20	Fault Codes 17-18 Cause/enter fault code from Fault Code Table which best describes the defect or cause of the condition. Numeric field. Required entry. 19-20 Result/enter fault code from Fault Code Table which best describes the result of the defect or condition. Numeric field. Required entry.
21	Warranty or service/enter "W" for warranty or "S" for service if the complaint is about warranty or service, otherwise leave blank. Alpha or blank field.
22 - 27	Mileage at failure/enter the mileage of the component at the time of failure if given. If component mileage is unknown, enter vehicle mileage. If no mileage is given, leave blank. Right justify and zero fill to left. Numeric or blank field.
28 - 33	Date of first failure/enter the date the first failure occurred (year/month/day). If not given, enter the date of letter. If letter date is not given, enter date part received. Numeric field. Required entry.
34 - 35	Occurrences/enter the number of separate occasions the failure has occurred. If not given, enter 01. Right justify, zero fill to left. Numeric field. Required entry.
36	Hazard category/enter applicable hazard category code from Hazard Category Table. Alpha field. Required entry.
37	Accident/enter "Y" if there was an accident, otherwise leave blank. Alpha or blank field.

Card Type 5 - Continued

Columns	Description/Explanation
38 - 45	Accident Parameters, use only when "Y" appears in column 37 card type 5. 38 Type accident/enter type of accident. "F"=frontal collision, "S"=side collision, "R"=rear-end collision, and "N"=non-collision accident. Enter "U" if type of accident is unknown. Required entry if "Y" appears in column 37. 39-40 Injuries/enter number of injured resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37. 41-42 Fatalities/enter number of fatalities resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37. 43 Property damage/enter code for amount of damage to vehicle resulting from accident if given, otherwise leave blank. Alpha or blank field. L=light damage (up to $100) M=medium damage ($100 to $500) H=heavy damage (over $500) 44 Environmental conditions/enter appropriate code from table on next page for environmental conditions when accident took place. Alpha/numeric or blank field. 45 Driving conditions/enter appropriate code from table on next page for speed and type of road where accident took place. Alpha/numeric or blank field.
46	Failure type/"P"=primary failure - not caused by the failure of another component, "S"=secondary failure - result of a failure of another component. Leave blank if unknown. Alpha or blank field.
47	Motion/enter "Y" if car was in motion when failure occurred, "N" if not in motion, and "U" for unknown. Alpha field, required entry.
48	Fire/enter "Y" if a fire occurred at the time of the failure, "N" for no fire, and "U" for unknown. Alpha field, required entry.
49	Loss control/enter "T" if driver lost control of vehicle, "P" if partial loss of control occurred, and "U" if unknown. Alpha field, required entry.

Card Type 5 - Continued

Columns	Description/Explanation
50 - 53	FMVSS/enter any applicable Federal Motor Vehicle Safety Standard or Regulation Part Number from FMVSS Table. FMVSS number is right justified, column 50 is blank. For Regulation Part Number, use "P" in column 50. Alpha/numeric blank/numeric or blank field.
54 - 63	Part ID number/enter the part ID number(s) if given, from failed data sheet. If none is given, leave blank. If additional space is required, use comment section, card type 7 or 8. Left justify.
64	Original or replacement equipment (O/R)/enter "O" for original or "R" for replacement part. Alpha or blank field.
65 - 69	PRP bin number/enter the bin number the part is stored in from failed data sheet.
70 - 73	Part location/use when part is removed from bin. Alpha/numeric or blank field. "DOT1"=ODI office, "DOT2"=ODI storage, "DOT3"=ODI testing, "INVI"=KSI storage, "DISP"=disposed.
74 - 76	Unused.
77	Vehicle identifier/enter "A" for first vehicle in record. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter "A" for the first failed component, "B" for second related component, "C" for the third related component, and so on (D-Z). Alpha field, required entry.
79	Card type/enter "5" for card type 5. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - Continued

Column 34 - Environmental Conditions

WEATHER	DAY	NIGHT	DAWN OR DUSK (TWILIGHT)	UNKNOWN TIME
Clear	A	K	S	2
Light Rain	C	L	T	3
Heavy Rain	D	M	U	4
Fog	E	N	V	5
Snow	F	O	W	6
Sleet	G	P	X	7
Other Weather	H	Q	Y	8
Unknown Weather	I	R	Z	9

Column 55 - Driving Conditions

VEHICLE SPEED WHEN FAILURE OCCURRED	STREET OR ROAD	HIGHWAY	FREEWAY	UNKNOWN
0 MPH (Stopped)	B	K	S	2
1 - 20 MPH	C	L	T	3
21 - 40 MPH	D	M	U	4
41 - 60 MPH	E	N	V	5
Over 60 MPH	F	O	W	6
Unknown Speed	G	P	X	7

Card Type 6 (up to 26 alpha characters for card type may be used per record).

Columns	Description/Explanation
1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.
7 - 46	Tire Information 7-9 Manufacturer/enter tire manufacturer code from Tire Mfg. Table. New tire mfg. codes have two characters - left justified - whereas retread mfg. have three characters. If tire mfg. plant is unknown, use first code given for that specific fire mfg. in the Tire Mfg. Table. If Column 27 = 2, 4, or 6, then Columns 7-9 should contain three Alpha characters or blanks. 10-12 Brand/enter brand code from Tire Brand Table. Alpha field. 13-20 Size/enter tire size - left justify. Leave blank if unknown. Alpha, numeric, or blank field. NOTE: Do not include decimal point or dash. 21-22 Name/enter tire name code from Tire Name Table. Leave blank if unknown. Alpha field. 23 Unused. 24-26 Construction/enter three-character tire construction code from the following tables. Code every character that is known. Alpha field. 24 First character: "T"=Tube type, "L"=Tubeless 25 Second character: "B"=Bias (Street and Road), "R"=Radial (Street and Road), "E"=Belted Bias (Street and Road), "I"=Bias (Deep Tread, Winter), "A"=Radial (Deep Tread, Winter), "S"= Belted Bias (Deep Tread, Winter). 26 Third character: "B"=Blackwall, "W"=Any other than Blackwall. Examples of Construction Codes Follow: For: Street and Road Type TBW Tube Type, Bias Ply, Whitewall TRB Tube Type, Radial Ply, Blackwall LBB Tubeless, Bias Ply, Blackwall LEW Tubeless, Belted Bias Ply, Blackwall LRB Tubeless, Radial Ply, Blackwall

Card Type 6 - Continued

Columns	Description/Explanation

For: Mud and Snow (Deep Tread)
TIB Tube Type, Bias Ply, Blackwall
TAW Tube Type, Radial Ply, Whitewall
LIW Tubeless, Bias Ply, Whitewall
LSB Tubeless, Belted Bias Ply, Blackwall

If unknown, leave blank.

27 Tire Type/enter tire type code, numeric character.

TIRE TYPE	NEW	RETREAD	REGROOVE
Normal	1	2	7
Snow Tire	3	4	8
Studded	5	6	9

28 Cord/enter cord material code, if unknown leave blank. Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
Nygen=6 Steel=7 Other=9

29 Belt/enter belt material code, if unknown leave blank. Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
Nygen=6 Steel=7 Other=9

30-31 Ply TR/enter number of plies under the tread (add sidewall). Right justify. Numeric field.

32-33 Ply side/enter number of plies in sidewall only. Numeric field.

34 Load range/enter alpha designation, i.e., A, B, C, etc., if given. Alpha character.

35-46 Tire ID number/enter tire identification number if provided. Left justify. The first two (new tires) or three characters (retread) should also be recorded in Columns 7-9. Alpha/numeric field. Give explanation about Tire ID and mfg's. code.

Card Type 6 - Continued

Columns	Description/Explanation
47 - 51	Investigation/case, audit or survey number/alpha/numeric field. 47 Enter "C" for investigation/case, "A" for audit or "S" for survey. 48 Enter last character of year, i.e., 75-5. 49-51 Enter case, audit or survey sequence number. Right justify, zero fill to left.
64 - 76	Unused.
77 - 78	Internal Record Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry if card type 6 is used. 78 Component identifier/enter "A" for first component, "B" for second, "C" for third, and so on. Up to 26 alpha characters may be used per record. Required entry if card type 6 is used.
79	Card type/enter "6" for card type 6. Required entry if card type 6 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry if card type 6 is used.

Card Type 7 - required card in record group.
Card Type 8 - optional - identical format to card type 7 (only two cards allowed per each component on vehicle).

1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.
7 - 76	Comments/enter free text analyst notes from failed data sheet describing component.
77 - 78	Internal Records Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry. 78 Component identifier/enter "A" for first component, "B" for second, and so on. Up to 26 alpha characters. Required entry.

Card Type 6 - Continued

Columns	Description/Explanation
79	Card type/enter "7" for card type 7. Required entry. Enter "8" for card type 8. Required entry if card type 8 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry.

PARTS RETURN PROGRAM

77/09/15 PAGE 0001

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02766	A	770624	01310000	STEERING POWER ASSIST-PUMP 77 000303 MERCURY HOE BROKE OUT OF POWER STEER. PULLEY, RUINED BELT.	0600 MONARCH	21	C	000310	084713016
	P82682	A	770531	01430000	STEERING GEAR,RACK 00 000303 MERCURY BOLTS BACK OUT OF RACK MOUNT RETAINER DUE TO INSUFFICIENT THREAD CONTACT AREA - VIBRATION & EXCESSIVE STEERING PLAY - BRACKETS BREAK	0100 CAPRI	79	B	000000	020800002
	P82683	A	770601	01430000	STEERING GEAR,RACK 74 000303 MERCURY BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING	0101 CAPRI 2600	79	B	047000	020800002
	P82684	A	770601	01430000	STEERING GEAR,RACK 72 000303 MERCURY BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING	0102 CAPRI 2600	79	B	063000	020800002
20004	P02772	A	770602	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000301 FORD DIVISION BUSHING BETWEEN FRAME BRACKET & IDLER ARM FROZEN IDLER ARM & BRACKET TORE AWAY PORTION OF FRAME	0313 GALAXIE 500	21	C	050100	046327016
20005	P02793	A	770629	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 73 000401 BUICK IDLER ARM FROZEN AT FRAME BRACKET - PORTION OF FRAME RIPPED AWAY AT BRACKET MOUNTING BOLTS	0405 ELECTRA 225	09	B	000000	044132015
20002	P02753	A	770[illegible]7	01560000	STEERING LINKAGES-TIE ROD,END 67 000301 FORD DIVISION BALL STUD CAME OUT OF SOCKET PART IS RUSTED NO EVIDENCE OF LUBE	0500 MUSTANG	21	C	000000	053404006
20005	P02794	A	770629	01560000	STEERING LINKAGES-TIE ROD,END 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN CAUSING EXCESSIVE CLEARANCE	0900 GRANADA	29	C	053425	006470070
	P82795	-	770602	01560000	STEERING LINKAGES-TIE ROD,END 75 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO IT INTERFERES WITH LOWER CONTROL ARM TO CAUSE STEERING LOCK-UP	0900 VEGA	33	B	000000	063301003

ATTACHMENT C

PARTS RETURN PROGRAM

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OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P02681	A	770527	01560000		STEERING LINKAGES-TIE ROD,END 75 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO INTERFERES WITH LOWER CONTROL ARM TO CAUSE LOCK-UP STEERING	0900 VEGA	33	B	000000	063301003
20002	P02752	B	770617	01560000		STEERING LINKAGES-TIE ROD,END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET SOCKET & STUD RUSTED NO EVIDENCE OF LUB	0600 98	21	C	002205	053404006
20002	P02752	A	770617	01560000		STEERING LINKAGES-TIE ROD,END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET SOCKET & STUD RUSTED NO EVIDENCE OF LUB	0600 98	21	C	002205	053404006
10016	P02693	A	770527	01560000		STEERING LINKAGES-TIE ROD,END 74 110201 AUSTIN DIVISION SEPARATION OF BALL STUD SOCKET FROM LACK OF LUBRICATION - SEALED TYPE WITH NO GREASE FITTING (GT)	0101 AUSTIN MARINA	03	C	020000	020800002
20005	P02794	B	770629	01570000		STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN	0900 GRANADA	29	C	053425	006470070
20001	P02736	A	770608	02110000		SUSPN INDP.FT. ATTACHING MECHANISMS 70 000202 DODGE TORSION BAR IS BROKEN "SPLIT IN HALF" SHOP CLAIMS	0100 CHALLENGER	03	C	000000	019406065
20003	P02764	A	770630	02113000		SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 76 000402 CADILLAC COIL SPRING IS BROKEN ON 2ND COIL. SHOP CLAIMS FLAW IN METAL, ALSO HAS "BAD" STRUT ROD BUSHINGS	0100 CADILLAC CALIAS	03	C	020951	085020039
10017	P02716	A	770602	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL	0403 FURY III	44	C	052895	001230005
10017	P02716	B	770602	02120000		SUSPN.INDP.FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL	0403 FURY III	44	C	052895	001230005

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02711	A	770521	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 74 000301 FORD DIVISION SHOCK ACTION WEAK LEAKING FLUID ADD'L ID - MOTORCRAFT	0400 MAVERICK	44	C	062143	098126073
20004	P02783	E	770623	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION POOR TOP MOUNTING STUD BROKEN PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID 74	0700 BONNEVILLE	44	C	072000	001230005
20004	P02783	A	770623	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION FAIR TOP MOUNTING STUD BROKEN-PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID -74	0700 BONNEVILLE	44	C	072000	001230005
10016	P02708	B	770531	02152000	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS JOINT WORN OUT & WANDER CAR. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE IN GOOD CONDITION	0600 VALIANT	44	B	028818	098036056
10016	P02708	A	770531	02152000	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS #132837 JOINTS WORN OUT & CAR WANDERS. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE GOOD	0600 VALIANT	44	B	028816	098036056
20004	P02785	A	770624	02152000	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 72 000405 PONTIAC STUD BROKE AT BASE OF THREADS WHEEL COLLAPSED BALL JOINT ACTION FAIR BUT ROUGH OWNER CLAIMS HE DID NOT HIT ANYTHING	0200 GRAND PRIX	03	B	066469	033308038
20002	P02748	A	770616	02160000	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 75 000203 PLYMOUTH SPINDLE BROKE AT OUTER BEARING LOCATION AT BASE OF THREADS INNER BRNG RACE FROZE ON SPINDLE EVIDENCE OF EXCESS HEAT DISCOLORATION	0601 VALIANT DUSTER	03	C	000000	007644103
10016	P02685	A	770523	02170000	SUSPN.INDP.FT. -BEARING WHEEL 76 000403 CHEVROLET ONE ROLLER IS MISSING - SHOP CLAIMS CRACKED IN HALF: RACE #LM11910, BEARING #LM11949	0407 NOVA CONCOURS	36	C	016203	027105003
10017	P02715	A	770601	02340000	SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL 75 000305 FORD TRUCK DIV COIL SPRING BROKE ONE COIL FROM END	5100 F SERIES(LIGHT)	08	C	027660	085021027

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OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P02707	B	770531	02625000	WHEELS SNGL-LUGS-NUTS-BOLTS 66 000202 DODGE NUT HAD FALLEN OFF STUD ALLOWING TO SLIP INTO DRUM CAUSING DAMAGE TO WHEEL CYLINDER - POSSIBLE WEAR ON DRUM AT STUD HOLE	0400 CORONET	06	B	080659	069104010
10017	P02723	A	770606	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000000 UNKNOWN SUSPECT INTERNAL LEAKAGE TAG NOT READABLE	0000 UNKNOWN	00	C	000000	090027012
20001	P02741	A	770615	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO G.E.M. TYPE CHRYSL. M-CYL. SUSPECT INTERNAL DEFECT. TAG UNREADABLE, SHOP DOES NOT RECALL PART.	0000 CHRYSLER MOTOR CO	00	C	000000	055103001
10017	P02724	A	770606	03230000	BRKS.HYDRAULIC-MSTR CYL 67 000202 DODGE SHOP CLAIMS LEAKAGE SUSPECT INTERNAL LEAK ADDL ID- 225601	0500 DART	44	C	094277	090027012
20001	P02742	A	770615	03230000	BRKS.HYDRAULIC-MSTR CYL 70 000202 DODGE INTERNAL LEAK - #2225531 AT	0500 DART	28	B	000000	055103001
10016	P02704	A	770526	03230000	BRKS.HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH CLAIMS NO BRAKES - EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE	0402 FURY II	28	B	090000	001230005
20004	P02773	A	770617	03230000	BRKS.HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION SHOP CLAIMS PEDAL BLEEDS TO FLOOR AT STOP SUSPECT INTERNAL LEAKAGE	0800 TORINO	44	C	025556	023513001
10016	P02687	A	770523	03230000	BRKS.HYDRAULIC-MSTR CYL 75 000404 OLDSMOBILE CASING INTACT, SHOP CLAIMS VEHICLE HAD NO BRAKES. SUSPECT INTERNAL LEAK.	0600 98	44	C	034200	095820123
10017	P02730	A	770607	03230000	BRKS.HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISN SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING NO ADD'L ID	0303 DASHER 324	28	B	047000	030060081

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	1 D	DAT RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20001	P02743	A	770615	03230000		BRKS.HYDRAULIC-MSTR CYL		28	A	059200	055103001
					74	140501 VOLKSWAGEN DIVISN	0304 DASHER 364				
						INTERNAL LEAKAGE COMPLETE BRAKE FAILURE OWNER ABLE TO STOP FROM 25MP H WITH HAND BRAKE					
10017	P02728	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					75	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 914 1012					
10017	P02727	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					75	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 946919110					
10017	P02729	A	770607	03230000		BRKS.HYDRAULIC-MSTR CYL		28	B	030000	030060081
					76	140501 VOLKSWAGEN DIVISN	0600 RABBIT				
						SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID 1774 .02;941;3001E					
	P82719	A	770617	03241000		BRKS.HYDRAULIC-LINES,METALLIC		19	C	027100	055802006
					74	000407 CHEVROLET TRUCK DV	5707 K20				
						REAR HYD LINES CRACKED AT FLARED ENDS ALLOWED AIR IN SYST BUT DIDNT LEAK FLUID MASTER CYL REPLACED (P02319) BUT DID NOT CORRECT TROUBLE					
10017	P02724	E	770608	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	094277	090027012
					67	000202 DODGE	0500 DART				
						HOSE IS SPLIT 90 DEG AROUND CIRC 1/4" FROM FRAME FITTING SERIES OF SMALL CRACKS AT EACH END					
10016	P02688	A	770524	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	026505	081003001
					65	000203 PLYMOUTH	0600 VALIANT				
						HOSE HAS SERIES OF SMALL CRACKS IN OUTER RUBBER CASING - IS CRACKED 360 DEGREES AROUND 1/16 INCH FROM FITTING AT FRAME END LOST BRAKES					
20004	P02777	A	770613	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	029961	014607007
					73	000203 PLYMOUTH	0601 VALIANT DUSTER				
						FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 1/8" FROM FITTING ADD'L ID 1-B16043H					
20004	P02777	B	770613	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	029961	014607007
					73	000203 PLYMOUTH	0601 VALIANT DUSTER				
						FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 3/16" FROM FITTING ADD'L ID 1-A12043H-SAE-J1401					

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20004	P02776	A	770615	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	B	011090	075701042
					76	000401 BUICK	0406 ELECTRA LIMITED				
						SHOP CLAIMS BRAKE HOSE BLOCKAGE CAUSED CAR TO PULL SEVERELY TO RIGHT					
20004	P02787	A	770627	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	B	011146	044905004
					76	000405 PONTIAC	0200 GRAND PRIX				
						HOSE HAS CRACKS IN OUTER LAYER. SHOP CLAIMS HOSE IS PLUGGED, L/F BRAKE INOPERATIVE.					
10016	P02694	A	770524	03242000		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	059468	017754007
					70	200031 INTERNATIONAL TRCK	0100 SCOUT SERIES				
						800A- HOSE IS CRACKED NEAR MIDDLE SHOP CLAIMS FLEX HOSE & CLAMP SUPPORT TOO CLOSE TO BACKING PLATE					
10016	P02707	A	770531	03261000		BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS		57	B	080659	089104010
					66	000202 DODGE	0400 CORONET				
						SLOT WORN ACROSS LENGTH OF TOP OF WHEEL CYLINDER BY LOOSE WHEEL STUD-CASING BEGINNING TO CRACK ON INSIDE CYLINDER SURFACE - NOISE & LEAK					
10016	P02689	A	770524	03263000		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		03	B	064500	081003001
					70	000403 CHEVROLET	0312 IMPALA				
						SHOP SENT TWO FRAGMENTS OF SHOE LINING BONDED TYPE - LINING SEPARATED FROM SHOE & CRACKED SHOP CLAIMS HEAT CRACKED BONDING					
20002	P02749	A	770614	03264000		BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	000000	023513001
					70	000301 FORD DIVISION	0200 FALCON				
						FACING OF DRUM IS EXCESSIVELY SCORED					
20003	P02768	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02766	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02765	A	770620	03265000		BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER		28	C	000000	008723101
					00	000403 CHEVROLET	0900 VEGA				
						REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					

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20003	P02767	A	770620	03265000	BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER 00 000403 CHEVROLET REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS	0900 VEGA	28	C	000000	008723101
20003	P02771	A	770621	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000407 CHEVROLET TRUCK DV SHOP CLAIMS CALIPER IS FROZEN BRAKES WOULD NOT APPLY	5401 G10	33	C	032000	031204007
10017	P02706	C	770527	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 150301 FIAT DIVISION CLAIMS SINGLE PISTON CALIPER MALFUNCTIONING - CAUSED PREMATURE PAD & ROTOR WEAR - SUSPECT CALIPER WAS BINDING/POOR SLIDE ACTION	0300 124	44	B	015931	090723119
20004	P02782	A	770623	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000203 PLYMOUTH BRAKE PADS HALF WORN SHOW EVEN WEAK SHOP CLAIMS LOW PEDAL ROAD HOP WHEN BRAKING FROM HIGH SPEED	0403 FURY III	14	C	056358	001230005
10017	P02720	A	770531	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION SMALLER PADS SHOW EXCESS WEAR INTO RIVITS	0400 MAVERICK	57	C	062143	098126073
20004	P02781	A	770615	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000405 PONTIAC INBOARD PADS WORN INTO RIVITS OUTBOARD PADS NEAR MAX SAFE WEAR SHOP CLAIMS NO BRAKE PEDAL FLUID LEAK	0700 BONNEVILLE	28	B	072000	001230005
10017	P02706	B	770527	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 150301 FIAT DIVISION 1 OF 4 PADS EXCESSIVELY WORN - LINING WORN INTO METAL ON ONE	0300 124	57	B	015931	090723119
10017	P02705	A	770526	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000402 CADILLAC OUTBOARD FACING OF ROTOR GROOVED & EXCESSIVELY WORN	0300 ELDORADO	57	B	072681	089104010
10017	P02706	A	770527	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 150301 FIAT DIVISION BOTH FACES OF ROTOR WORN - INBOARD FACE IS SCORED	0300 124	50	B	015931	090723119

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20003	P02759	A	770620	05110000		ENGINE MOUNTS 73 000301 FORD DIVISION RUBBER PORTION SPLIT NEAR METAL ADD'L ID BAR	0603 PINTO WAGON	03	C	054978	090027012
20003	P02760	A	770620	05110000		ENGINE MOUNTS 69 000303 MERCURY SEPARATION OF RUBBER FROM METAL FOMUCO PART	0300 COUGAR	03	C	000000	090027012
10016	P02692	A	770524	05110000		ENGINE MOUNTS 69 000402 CADILLAC RUBBER PORTION SEPARATED FROM METAL	0101 CADILLAC DE VILLE	03	C	077804	017754007
20003	P02763	A	770620	05110000		ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION OF MOUNT IS PARTIALLY SPLIT	0402 NOVA	56	C	051727	090027012
30003	P02763	B	770620	05110000		ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0402 NOVA	03	C	051727	090027012
20003	P02762	A	770620	05110000		ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL MOUNT IS SAFETY CATCH	0700 CORVETTE	03	C	035654	090027012
20003	P02761	A	770620	05110000		ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL MOUNT IS SAFETY TYPE	0800 MONTE CARLO	03	C	037768	090027012
10016	P02713	A	770531	05110000		ENGINE MOUNTS 63 000403 CHEVROLET RUBBER PORTION IS SPLIT RESULT OF REAR END COLLISION	1200 CHEVROLET UNKNOWN	03	D	041861	098126073
10016	P02713	B	770531	05110000		ENGINE MOUNTS 63 000403 CHEVROLET MOUNT IS INTACT OTHERS DAMAGED IN REAR-END COLLISION	1200 CHEVROLET UNKNOWN	00	D	041861	098126073

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10016	P02713	C	770531	05110000	ENGINE MOUNTS 65 000403 CHEVROLET RUBBER PORTION OF REAR MOTOR MOUNT IS SPLIT SEPARATED RESULT OF COL-LISION	1200 CHEVROLET UNKNOWN	03	D	041861	098126073
20001	P02735	A	770606	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL SAFETY CATCH TYPE MOUNT	1200 CHEVROLET UNKNOWN	03	C	067911	098126073
10016	P02700	A	770526	05140000	ENGINE FLYWHEEL 73 000101 AMERICAN MOTORS DV FLYWHEEL CRACKED AT EACH OF 4 TORQUE CONVERTER MOUNTING BOLTS	0500 HORNET	08	C	048556	090027012
10016	P02686	A	770523	05140000	ENGINE FLYWHEEL 76 000303 MERCURY WELDS HOLDING RING GEAR TO FLYWHEEL PLATE CRACKED - CUT FOR PACKING SHOP PURCHASED 2 OTHERS THAT WERE CRACKED	0300 COUGAR	03	C	027690	027105003
10016	P02697	A	770526	05140000	ENGINE FLYWHEEL 73 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0100 CENTURIAN	03	C	045000	090027012
20005	P02790	A	770627	05140000	ENGINE FLYWHEEL 74 000401 BUICK HUB IS BROKEN OUT OF FLYWHEEL AUTO TRANS TYPE	0300 CENTURY	03	C	034000	054130001
10016	P02698	A	770526	05140000	ENGINE FLYWHEEL 65 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0700 SKYLARK	03	C	000000	090027012
	P82691	A	770524	05140000	ENGINE FLYWHEEL 70 000402 CADILLAC SHOP CLAIMS BROKEN AROUND CENTER TOO LARGE FOR BAG	0500 CADILLAC UNKNOWN	03	C	061701	081003001
10016	P02701	A	770526	05140000	ENGINE FLYWHEEL 69 000404 OLDSMOBILE BALANCE WEIGHT CAME OFF FLYWHEEL - WELD BROKE	0100 CUTLASS	03	C	000000	090027012

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	P82690	A	770524	05140000	ENGINE FLYWHEEL 73 000407 CHEVROLET TRUCK DV SHOP CLAIMS BROKEN TOOTH - STARTER WOULD NOT ENGAGE- TOWED	5200 EL CAMINO	28	C	043501	081003001
10016	P02699	A	770526	05140000	ENGINE FLYWHEEL 69 160601 TOYOTA DIVISION CENTER HUB HAS CRACKED OUT OF FLYWHEEL	0000 TOYOTA DIVISION	03	C	043506	090027012
20004	P02780	A	770623	05150000	ENGINE-OTHER PARTS 74 000203 PLYMOUTH 3 OF 5 FREEZE PLUGS FROM ENGINE HAVE HOLES PLUGS RUSTED	0403 FURY III	32	C	045000	001230005
20001	P02745	A	770616	05150000	ENGINE-OTHER PARTS 00 000300 FORD MOTORS CO SHOP CLAIMS SEAL RUPTURES CAUSING SUDDEN LEAK MOTOR DAMAGE FILTER GASKET IS SEATED & INTACT MOTORCRAFT PART	0000 FORD MOTORS CO	32	B	001000	019709004
20001	P02744	A	770616	05150000	ENGINE-OTHER PARTS 00 000305 FORD TRUCK DIV DISTRIBUTOR GEAR PIN IS BROKEN VEHICLE STALLS WON'T RUN	6203 B-700	28	C	000000	019709004
10018	P02726	A	770607	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 75 000102 JEEP DIV WATER PUMP SHAFT BEARING & SEAL WORN,EXCESS. SHAFT LOOSE IN HOUSING.	5201 CJ-5 JEEP	32	C	045387	098223001
20004	P02779	A	770623	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 000203 PLYMOUTH PORTION OF SENSOR CHIPPED IN OVERHEAT COND LIGHT DID NOT COME ON	0403 FURY III	28	C	045000	001230005
20004	P02778	A	770608	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 170101 VOLVO DIVISION FAN HUB BROKE OUT OF PULLEY.	0400 164	03	C	042000	006810051
10016	P02696	A	770525	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 73 000403 CHEVROLET GAUGE WOULD NOT REGISTER ABOVE 1/4 TANK - NO VISIBLE DEFECTS - SUSPECT PROBLEM IN TANK RESISTOR UNIT - ELECTRICAL SHORT	0312 IMPALA	44	C	047610	070002033

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10016	P02703	A	770526	06131000		FUEL LINES,METALLIC		32	C	090000	001230005
					69	000201 CHRYSLER DIV	0200 300				
						5/16-INCH METAL FUEL LINE IS RUSTED - PINHOLES & LEAKS					
20004	P02788	A	770627	06132000		FUEL LINES,HOSES,NON-METALLIC		08	B	044000	019805002
					77	000407 CHEVROLET TRUCK DV	5800 SUBURBAN CARRYALLS				
						HOSE IS LAYERED FUEL LINE TYPE. HOSE IS STIFF, CRACKS WHEN FLEXED. SHOP CLAIMS HOSE IS DRY ROTTED, WAS NOT LEAKING AT TIME					
10017	P02722	A	770606	06132000		FUEL LINES,HOSES,NON-METALLIC		32	B	059020	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS HOSE LEAKS HOSE IS CLOTH MESH COVERED RUBBER					
20004	P02789	A	770627	06132000		FUEL LINES,HOSES,NON-METALLIC		04	B	031000	054130001
					72	200031 INTERNATIONAL TRCK	0107 TRAVALL				
						PLASTIC HOSE IS MELTED. SUSPECT LINE IS VAPOR RETURN LINE TOO CLOSE TO EXHAUST.					
10017	P02716	A	770602	06230000		CARBURETOR,DOUBLE		44	C	044925	001230005
					74	000203 PLYMOUTH	0403 FURY III				
						CARB NEEDLE & SEAT NOT WORN SUSPECT FLOAT SETTING WAS OFF CAUSING FLOODING POOR PERF					
10016	P02709	A	770531	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		44	C	024867	098126073
					67	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						CASING IS BROKEN WHERE FLEXIBLE PORTION JOINS RIGID METAL - CABLE IS FRAYED AT CASING BRAKE					
20004	P02774	A	770609	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	067000	032809006
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						EXHAUST HAS EATEN AWAY PORTION OF 4BBL EGR PLATE MADE OF ALUM PORTN OF PASSAGE IS CLOGGED WITH DEPOSITS FORD SHEFFIELD PART					
20001	P02733	A	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056542	098126073
					73	000301 FORD DIVISION	0300 LTD				
						EGR CHANNEL BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS 2 BBL CARB ADD'L ID -AB (SHEFFIELD)					
20001	P02734	B	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		28	C	000000	098126073
					73	000301 FORD DIVISION	1100 FORD UNKNOWN				
						EGR CHANNELS IN VALVE NOT BLOCKED SUSPECT VALVE DIAPHRAM MAY BE SPLIT ADD'L ID -BIC 034 (FORD)					

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20001	P02734	A	770606	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	000000	098126073
					73	000301 FORD DIVISION	1100 FORD UNKNOWN				
						EGR CHANNEL IS BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS FROM 2 BBL CARB					
20003	P02770	A	770620	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056564	063301003
					73	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						CORROSION ON PLATE & VALVE CAUSES POOR ENGINE PERFORMANCE ADD'L ID -H2B 026					
20003	P02770	B	770620	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	056564	063301003
					73	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						PLATE IS EATEN AWAY CHANNELS BLOCKED W/DEPOSITS CAUSES POOR ENGINE PERFORMANCE SHEFFIELD PART				
20003	P02769	A	770620	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		44	C	003245	063301003
					76	000204 DODGE TRUCK DIV	5301 B1 VAN COMPACT				
						VALVE IS BROKEN, DOES NOT SEAT CORRECTLY. SHOP CLAIMS CAUSED "SEVERE ERRATIC ENGINE STALL-OUT"					
10018	P02725	A	770614	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	038915	023513001
					72	000203 PLYMOUTH	0601 VALIANT DUSTER				
						EXHAUST MANIFOLD IS CRACKED & BROKEN IN 2 NEAR COLLECTOR HEAT RISER IS OPERATIONAL					
20001	P02732	A	770606	06620000		EXHAUST SYSTEM-PIPE,EXHAUST		44	C	054310	098126073
					73	000401 BUICK	0000 BUICK				
						INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED ADDING BACK PRESSURE AND LIMITTING POWER					
20004	P02784	A	770624	06620000		EXHAUST SYSTEM-PIPE,EXHAUST		44	C	053304	017104008
					73	000403 CHEVROLET	0800 MONTE CARLO				
						INNER WALL OF DOUBLE WALL PIPE COLLAPSED LACK OF POWER					
10017	P02731	A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY		44	C	053126	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS SLAVE CYL LEAKS NO VISIBLE DEFECTS SUSPECT INTERNAL LEAKAGE					
10017	P02721	A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY		44	C	053126	090027012
					74	160401 DATSUN DIVISION	0400 DATSUN 260Z				
						SHOP CLAIMS CYL LEAKS RESEVOIR IS DIRTY NO OTHER VISIBLE DEFECTS SUSPECT INTERNAL LEAK					

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20002	P02751	A	770617	07120000	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 74 000301 FORD DIVISION CLUTCH CABLE ACTION STIFF IMPEDED BY LOOSE PLASTIC INSIDE HOUSING CLUTCH SLIPPED NOISEY ODOR		0603 PINTO WAGON	44	C	033000	019409097
20005	P02792	A	770628	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 73 000203 PLYMOUTH PINION SHAFT BROKE SNAPPED GEAR & BEARINGS IN GOOD COND PINION SEAL DAMAGED ADDL ID 71 172 MS 29 22 HELIXFORM		0400 FURY	03	C	063000	044646005
10016	P02712	A	770531	07465000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 00 000203 PLYMOUTH ROLLERS ARE MISSING FROM RACE LIGHT SCORING ON RACE SURFACE ADD'L ID BOWER (BEARING); 110103M (RACE)		1000 PLYMOUTH UNKNOWN	28	C	065029	098126073
10017	P02717	A	770602	06210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000202 DODGE BEARING ACTION ROUGH SEALED TYPE-BEARING ALT NOT CHARGING		0200 CHARGER	44	C	052000	001230005
20001	P02740	A	770617	08232000	ELECTRICAL SYSTEM STARTER SOLENOID 74 000403 CHEVROLET SHOP CLAIMS CAR WOULD OFTEN QUIT UNDER 20MPH WOULD RESTART W/ NO PROB SOLENOID UNIT HAS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION		0206 CHEVELLE MALIBU	14	C	019000	024017016
10016	P02710	A	770531	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START 73 000406 GMC TRUCK DIV DELCO REMY: VEHICLE WOULD START IN GEAR - SUSPECT INTERNAL SHORT		5400 VANDURA SERIES	28	C	081617	098126073
20001	P02737	A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110202 TRIUMPH DIVISION UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION ADD'L ID- 5-10-GR;5441 92 47 (LUCAS)		0102 TR-7	28	C	028534	012205080
20001	P02739	A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 76 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT SOMETIMES WILL RESTART WHEN COOL ADD'L ID 0676; 54419247 (LUCAS)		0101 MGB	28	C	022984	012205080
20001	P02738	A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS ADD'L ID -GR 5442655, 544192 47 (LUCAS)		0103 MG MIDGET	28	C	026000	012205080

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10017	P02717	C	770602	08550000		ELEC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WOULD NOT START SUSPECT ELECTRICAL SHORT	0200 CHARGER	28	C	052000	001230005
10017	P02717	B	770602	08550000		ELEC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WILL NOT START BALLAST RESISTOR MAY HAVE SHORT	0200 CHARGER	28	C	052000	001230005
20002	P02758	A	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000101 AMERICAN MOTORS DV PLASTIC CONTACT PORTION OF SWITCH BROKE SIGNAL LIGHTS STAY ON ADD'L ID DELCO 59D24	0100 AMBASSADOR	28	C	060000	099206096
20002	P02756	A	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000202 DODGE SHOP CLAIMS NO TURN SIGS FLASHERS OR BRAKE LIGHTS SUSPECT SHORT	0600 MONACO	28	C	073704	099206096
20002	P02757	A	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000204 DODGE TRUCK DIV SHOP CLAIMS NO BRAKE LIGHTS OR RT RR SIGNAL AT TIMES SUSPECT ELEC SHORT OR POOR CONNEC	5100 D&W SERIES-PICK UP	14	C	000000	099206096
20005	P02791	A	770628	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS NO BURNED OR EXPOSED WIRES SUSPECT IN- TERNAL SHORT OR POOR CONNEC ADD'L ID 2-AB SXB TC (FORD)	0300 LTD	28	C	036201	054130001
20002	P02755	B	770620	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS NO TURN SIGNALS SUSPECT INTERNAL SHORT OR POOR CONNECTION	0313 GALAXIE 500	28	C	046647	099206096
	P02750	A	770617	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS LOOSE CONNECTIONS SIGNAL LIGHTS DID NOT WORK ONE WIRE HAS STRANDS EXPOSED POSSIBLY DURING REMOVAL	0500 MUSTANG	28	C	050969	023513001
20001	P02746	A	770616	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000303 MERCURY SHOP CLAIMS SHORED SET TOO HIGH IN COLUMN LIGHT BLUE WIRE IS BURNED HAS EXPOSED STRANDS ADD'L ID -AB SXB (THIRD SWITCH IN 3 YEARS)	0300 COUGAR	73	C	064929	019047001

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02695	A	770516	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 200031 INTERNATIONAL TRCK 600A- NO VISIBLE DEFECTS - SHOP CLAIMS PROBLEM WITH LEFT REAR TURN SIGNAL ASSEMBLY - SUSPECT ELECTRICAL SHORT	0100 SCOUT SERIES	44	C	059468	017754007
20002	P02754	A	770620	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000203 PLYMOUTH STEERING ARM TYPE SWITCH PORTION OF CONTACT HAS MELTED INSULATOR-SHORTED HORN KEPT HONKING	0503 SATELLITE KD KNNR	28	C	096492	099206096
20002	P02755	A	770620	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000301 FORD DIVISION STEERING BAR TYPE SWITCH PORTION OF CONTACT HAS INSULATOR MELTED HORN KEPT HONKING ADD'L ID -2 BW	0313 GALAXIE 500	28	C	046647	099206096
10017	P02714	A	770601	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PRS 74 000403 CHEVROLET AIR COND HOSE DETERIORATED AT FITTING BY BATTERY ACID	1200 CHEVROLET UNKNOWN	03	D	000000	063111009
10016	P02702	A	770526	11609000	AIR CONDITIONER-COMPRESSOR 71 000203 PLYMOUTH SEAL LEAKAGE AT SHAFT - FRONT OF COMPRESSOR LARGE SEAL SLIGHTLY DISTORTED & DRY	0402 FURY II	32	D	090000	001230005
20001	P02747	A	770617	11609000	AIR CONDITIONER-COMPRESSOR 71 000402 CADILLAC BEARING SEIZED IN A C CLUTCH CLUTCH FACES SCORED SEIZED CLUTCH BURNED BELTS NO P STEER 2ND FAILURE IN 1 YR NOT OEM REPLCMNT PART	0101 CADILLAC DE VILLE	28	C	073742	022152094
20004	P02775	A	770609	15300000	EQUIPMENT-SPEED CONTROL 77 000404 OLDSMOBILE YELLOW WIRE FROM LEVER PART. MELTED, SHORTED IN COLUMN. KEPT BLOWING FUSES. SHOP BELIEVES INSTALLED WRONG, SHOULD BE IN PROTECTIVE U-CHANNL	0100 CUTLASS	28	C	015000	032809006

RECORD COUNT = 133 - END OF REPORT

ATTACHMENT D

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:
U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Dear Sir:

We take this opportunity to welcome you to our National Parts Return Program team. We believe this program to be a valuable tool in uncovering potential safety related defects in motor vehicles. Your contributions of failed defective parts can help promote automotive safety.

We have enclosed with this letter your "Shop Kit" which includes the following:

1. One pre-addressed and postage free failed part mailbag.
2. Five (5) failed part identification tags and their protective covers.
3. A recent Defect Investigatory Cases Report.
4. One page bulletins requesting failed parts.
5. A current PRP Newsletter.

The procedure to follow in sending a suspect failed part is as follows. Once the part has been removed from the vehicle, record the name and address of the owner on the reverse side of the failed part identification tag. When this task has been completed, fill out the front of the tag identifying the part completely. Please record the results of your visual inspection of the part and your analysis of the problem under failure description.

Prior to attaching the failed part tags to the part, place the tag in its protective cover and seal the cover. This will prevent grease and oil from the part ruining the recorded information. The bag is then ready for mailing.

We hope you will be sending us your first part in the next 30 days as the PRP needs active supporters. Shops which do not send parts may be asked to drop out of the program so that another can take their place. As soon as we receive your first mailbag with a failed part, we will send you a framed "Certificate of Participation" highlighting your shop as an active participant in supporting safety on our highways. We request that you will display this framed certificate where your customers may view it.

Very truly yours,

Bruce E. Beddow
Program Manager

Enclosures

BEB/dlf

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
April 19, 1977

NHTSA -- 26-77 (BMA)
Tel. (202) 426-0670

DEFECT INVESTIGATORY CASES REPORT

A report listing all defect investigations, surveys and recall campaign audits in progress as of Jan. 31, 1977, was issued today by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

The federal safety agency report lists 54 active investigations, including six in which an initial or final defect determination has been made. Of the latter, NHTSA findings have been disputed by manufacturers in three cases and these are currently in litigation.

The report also lists 40 surveys and recall campaign audits in progress, including six audits newly opened during January, 1977.

NHTSA's regular report series is issued to provide motorists, as well as the motor vehicle industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108 of the NHTSA at the above address.

PLEASE NOTE:

These reports are furnished to the Consumer Product Information Center, Pueblo, Colorado for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile safety-related defects, request vehicle information or obtain information on activities of the National Highway Traffic Safety Administration may use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is (800) 424-9393
Washington, D.C. residents may call 426-0123

Reporting Period: January 31, 1977

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

Case Number:	190
Manufacturer:	All Manufacturers
Make:	All
Model:	Travel Trailers
Year(s):	1965-1970
Possible Problems:	Failure of Axles, Wheels and Tires, due to the overloading of the suspension system.
Conclusions:	1. All investigatory action for the 20 subcases comprising Case No. 190 is complete. 2. With the exception of subcase 190.009, all subcases have been closed and can be found in the NHTSA public files under their respective 190. numbers. 3. An initial determination of defect related to motor vehicle safety has been made for subcase No. 190.009 involving certain Monitor travel trailer models manufactured by the Wickes Corporation. Further action in this subcase will continue as Case No. 190.009.

Case Number:	190.016
Manufacturer:	Redman Mobile Homes, Incorporated
Make:	Kenskill Travel Trailers
Model:	All
Year(s):	1965-1974
Possible Problems:	Failure of Axles, Wheels and Tires, due to the overloading of the suspension system.
Conclusions:	Because of the cargo capacity of these travel trailers and because of the paucity of suspension system failure reports, the agency has decided to close this case. Before doing so, however, DOT issued a news release reminding owners of the cargo capacity of these trailers and the hazards of overloading them.

Reporting Period: January 31, 1977

RECALL CAMPAIGN AUDITS
OPENED THIS REPORTING PERIOD

Case Number:	A7-04
Manufacturer:	International Harvester
Make:	IHC
Model:	C.O. and Conventional Transtar & Glider Kits
Year(s):	1976
Possible Problems:	Steering Clamp Bolt failure due to insufficient torque. Recall Campaign Number 76-0143.

Case Number:	A7-05
Manufacturer:	Coachmen Industries
Make:	Coachmen
Model:	Certain Presidential, Statesman & VIP Model Class A Motorhomes.
Year(s):	September 1, 1974 thru August 28, 1976
Possible Problems:	Failure of Gasoline Tank Support System. Recall Campaign Number 76-0146.

Case Number:	A7-06
Manufacturer:	Ford Motor Company
Make:	Econoline
Model:	E-100, E-150, E-250 & E-350
Year(s):	1976
Possible Problems:	Steering Gear Attachment Failure. Recall Campaign Number 76-0165.

Case Number:	A7-07
Manufacturer:	Argosy Manufacturing Company
Make:	Argosy Trailers
Model:	Serial Numbers 22D6V1757 thru 26T6V2540
Year(s):	1976
Possible Problems:	Failure of Furnace Exhaust Vent Adaptor. Recall Campaign Number 76-0167.

Case Number:	A7-08
Manufacturer:	Ford Motor Company
Make:	Ford
Model:	Pinto, Bobcat & Mustang II
Year(s):	1976
Possible Problems:	Failure of Fuel Hose. Recall Campaign Number 76-0170.

Case Number:	A7-09
Manufacturer:	AM General Corporation
Make:	Transit Coach
Model:	All Models
Year(s):	1973-1976
Possible Problems:	Steering Prop Shaft Yoke Pinch Bolt Failure. Recall Campaign Number 76-0188.

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: January 31, 1977

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-53	Ford	All	1967 and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment

HS Form 338 (Feb. 1975)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-02	Honda	CB 750, CB 500 CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited
C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Alleged Lockup of the Steering Relay Rod by Foreign Objects
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110, 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-43	General Motors	Cadillac Eldorado & Oldsmobile	1967-1973	Front Wheel Mounting Bolts	Alleged Failure of Front Wheel Mounting Bolts
C4-07	Ford	Ford & Mercury	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolts/Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Front End Suspension Overload
C4-11	Action Industries, Inc.	24 and 25-Foot Motorhome	1971	Front End Suspension	Alleged Unsatisfactory Performance of the Front End Suspension Components
C4-12	Champion Home Builders	24-Foot Motorhome	1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motorhome	1969-1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness
C4-17	General Motors	Chevrolet Series C, P. G-10 Trucks and GMC Series C, P & G-1500 Trucks	1971-1972	Steering Tie Rod	Separation of Ball From Socket

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-20	Toyota	Coronas and Corollas	1971	Hood Latch	Alleged Unsatisfactory Performance of the Hood Latch System
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Alleged Power Steering Lockup and Self-Steering Problems
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 Datsun 1200	1969-1971 1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks

HS Form 338A (Feb. 1975)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure of Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickup	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevelle	1965-1969	Engine Mounts	Alleged Engine Mount Failure
C4-59	Volkswagen	VW Type 3 prior to August 1971; Porsche 914 1.8, 1.7 and 2.0 Liter Engine; VW Type 4, 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	Alleged Electronic Fuel Injector Leakage
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearings
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-04	Ceat S.p.A.	Mercurio 10.00 x 20/22, 14-ply (Load Range G) Steel Belted Radial	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac; all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which Could Result in Loss of Control
C5-32	Fruhling Products Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C6-19	Alsport, Inc.	Tri-Sport, SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal Resulting in Possible Loss of Steering Control
C6-31	Ford	F-250 and F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Alleged Explosive Separation of "C" Section Side Ring From Budd Duo-Rim Wheels

HS Form 338A (Feb. 1, 75)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures
161	GM, CHRYSLER, AMC and FORD (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vaccum	No Power Assist With Failure
190.009	Monitor Coach (INITIAL DEFECT DETERMINATION MADE 12-1-76)	All Travel Trailers	1965-1970	Suspension System	Overloading of Suspension
287	Ford (INITIAL DEFECT DETERMINATION MADE 12-17-76)	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Failure Due to Underpower

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Related Parts that May Contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various	Various	Various	Auto Jack Stands and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Springs, Tires & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Company	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-15	Ford	Torino, T-Bird, Montego, Cougar, Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac; all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus, Ford	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage	Recall #75-0191
A6-12	Nissan Motors	Datsun FL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-15	Sebring Vanguard Incorporated	Citicars	April thru Dec. 1974	Alleged Failure of Master Cylinder Check Valve	Recall #75-0034
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland	Austin Marina	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motorcycle	1975	Alleged Failure of Rear Foot Brake Lever	Recall #75-0157

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134
A6-26	Chrysler Corp.	Various Plymouths and Dodges	1975	Disengagement of the Lower Control Arm Strut	Recall #75-0126
A6-27	Yamaha International Corp.	LB80-11AC and LB80-11HC Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0126
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford	1974 F Series Trucks and 1974-1975 B Series	1974-1975	Front Spring Rear Hangar Bracket	Recall #76-0035
A6-32	General Motors	Chevette	1976	Front Brake Hose Gets Hung Up On Lower Control Arm	Recall #76-0022
A6-33	American Honda	360 Series Motorcycle	1974-1975	Drive Chain Cam Tensioner	Recall #75-0066

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-34	Mercedes Benz	All Models	1976	Cruise Control Cable Sticking	Recall #76-0027
A6-35	Chrysler Corp.	Cordoba and Dodge Charger	1975	Cruise Control Lost Motion Link Going Over Center and Jamming	Recall #76-0008
A7-02	White Motor Corp.	Autocar	10-1-73 thru 2-30-76	Steering Arm Failure	Recall #76-0073
A7-03	Fiat Motor Co.	Lancia Beta Coupe and Sedan	1975-1976	Brake Line Assembly	Recall #76-0071
A7-04	International Harvester	C.O. and Conventional Transtar & Glider Kits	1976	Steering Clamp Bolt Failure due to insufficient torque	Recall #76-0143
A7-05	Coachmen Industries	Certain Presidential, Statesman & V.I.P. Model Class A Motorhomes	9-1-74 thru 8-28-76	Failure of Gasoline Tank Support System	Recall #76-0146
A7-06	Ford Motor Co.	Econoline E-100, E-150, E-250 & E-350	1976	Steering Gear Attachment	Recall #76-0165

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A7-07	Argosy Manufacturing Company	Argosy Trailers 22D6V1757 thru 26T6V2540 (serial numbers)	1976	Furnace Exhaust Vent Adaptor	Recall #76-0167
A7-08	Ford Motor Co.	Pinto, Bobcat & Mustang II	1976	Fuel Hose	Recall #76-0170
A7-09	AM General Corp.	Transi Coach All Models	1973-1976	Steering Prop Shaft Yoke Pinch Bolt	Recall #76-0188

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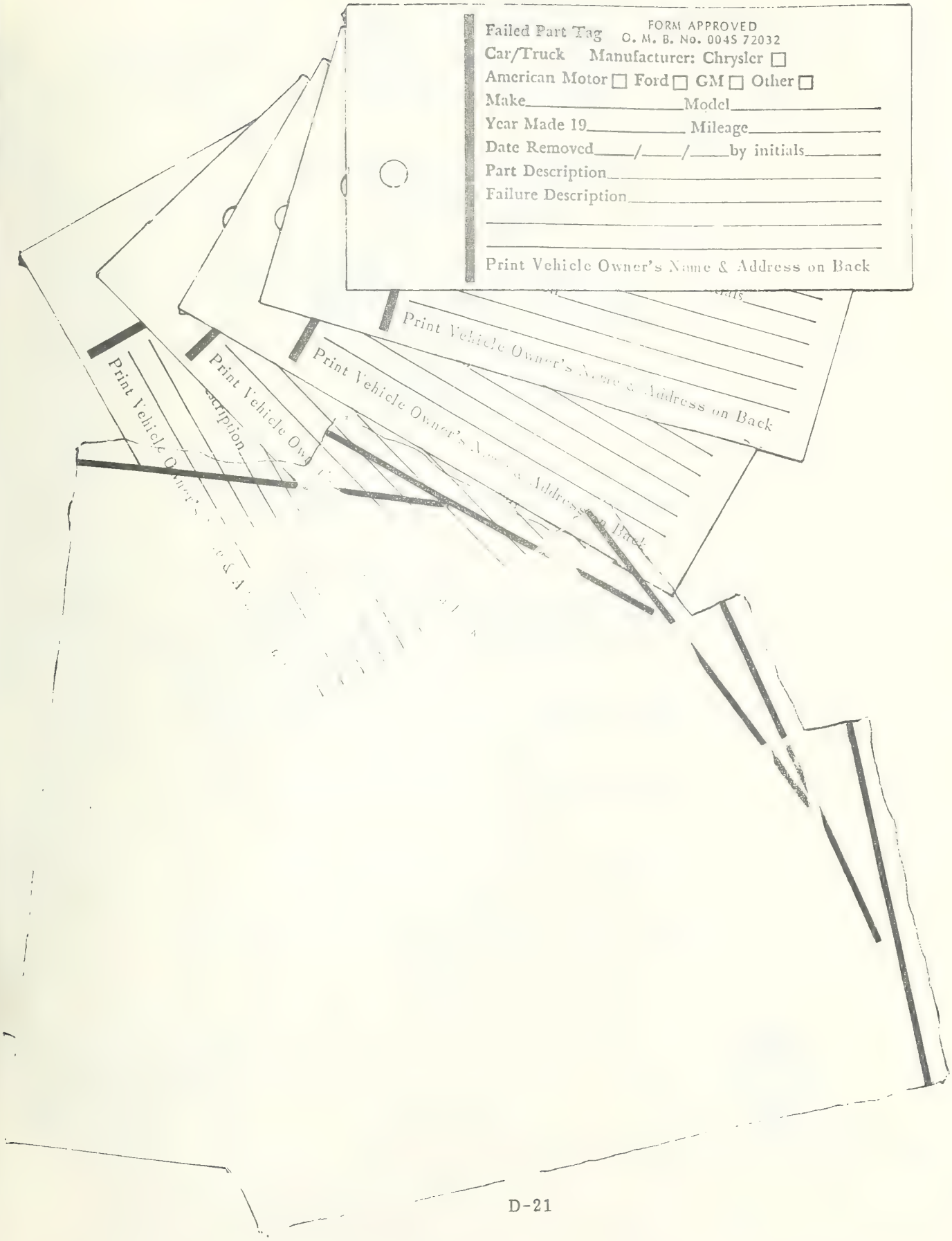
Failed Part Tag
FORM APPROVED
O. M. B. No. 004S 72032
Car/Truck Manufacturer: Chrysler ☐
American Motor ☐ Ford ☐ GM ☐ Other ☐
Make_____Model_____
Year Made 19_____ Mileage_____
Date Removed____/____/____by initials_____
Part Description_____
Failure Description_____
Print Vehicle Owner's Name & Address on Back

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:
U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

SOME TYPICAL PARTS OF INTEREST

Bent Items:	Backing plates Brake shoes Brake pedals or linkage Suspension "A" frames Brake springs Ball joint assemblies
Cracked or Broken:	Wheel cylinder Brake drum Brake (disc.) rotor Welds on brake shoes Power brake check valves Pitman arms (hub splines) Idler arm Coil springs Brake springs
Worn by Rubbing or Loose and Leaking:	Brake hoses or lines Power steering hoses or lines Power brake hoses or lines
Malfunctioning:	Brake Master cylinder Power Steering pump
Faulty Mounting:	Backing Plates Power Steering pump
	Etc. Etc. Etc.

WANTED

FAILED AUTOMOTIVE PARTS

THE U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED AUTOMOTIVE PARTS THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

IF YOU HAVE ANY QUESTIONS, CALL COLLECT:

U.S. DEPT. OF TRANSPORTATION
c/o KAPPA SYSTEMS, INC.
1501 WILSON BLVD.
ARLINGTON, VA. 22209
(703) 527-4500

CONTRACT NO. DOT-HS-5-01166

thanks FOR YOUR SUPPORT

We hope you will return your mailbags soon with failed parts. The PARTS RETURN PROGRAM needs your active support. Let us hear from you soon!

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc
1501 Wilson Blvd
Arlington, Va. 22209
DOT CONTRACT NO. DOT-HS-6-01433

SHOP ID FILE

OPERATIONAL PROCEDURES

Action Codes: Indicates the status of the data to be entered on file, (Column 80 on Cards 1, 2, or 3).

Add (A) - An addition is made only once for each shop when the record is initially placed on file. All three cards must be completed and grouped together in order or the transaction cannot be completed. Once a record has been placed on the file, no other "addition" can be made for that record number.

Modify (M) - Modify means that the existing shop record is being changed to reflect new or different data. When "M" is used as a transaction code, the information that is on the record is not removed; instead, the new information is written "on top" of the existing data. Thus, it is not necessary to re-enter any information on the record if it is acceptable, since no existing data is deleted as long as those spaces are left blank on the modify card. Data that must be removed from the record may be erased by placing asterisks in the appropriate spaces. Only the card being modified is used in the transaction.

Delete (D) - Only an entire shop record can be deleted from the file. Once a record is deleted, no further information can be added; all the information for that particular record is erased. To delete a shop, only the record number and a "D" on the first card is necessary. The record number can then be reused. A shop should be deleted if (a) it indicates "no interest" on correspondence; (b) shop has never contributed a part, has been enrolled for over one year, and has not responded to a current follow-up campaign within the specified time period; (c) shop returns all current supplies; (d) mail is returned (addressee unknown, out of business, unable to forward, refused, forwarding order expired, etc.); or (e) shop specifically requests to be removed from the program.

Active Listing: To change a shop's status from inactive to active, place an "A" in Column 72 of the third card, and follow the modification procedure. Also, to indicate the certificate year, place the last two digits of the contract year end in Columns 75 and 76 of the third card. To de-activate, use asterisks and modify. The record will automatically shift to the proper listing; no deleting is necessary. Active shops should not be deleted, only de-activated, unless mail is returned and we cannot contact by phone, or if the shop specifically requests to be removed.

Record Numbers: Must be used in order or it will cause errors in the Totals by Region report. Old numbers may be reused.

Operations: Changes are made by computer monthly. After coding sheets have been keypunched, cards must be arranged by record number, with additions, modifications, and deletions in separate stacks to be submitted. After transaction sheet print-out has been obtained, it should be proofed for errors.

SHOP ID FILE

DATA TRANSCRIPTION INSTRUCTIONS

Card 1 Column	Description/Explanation
1-6	Unique Record Number (Required Entry, Right Justify).
7-22	First Name and Initial.
23-38	Last Name.
39-78	Bag Numbers.
79	Card Number/=1 (Required Entry).
80	Action Code (Required Entry: "A"=add, "M"=modify, "D"=delete).
Card 2	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Shop Name.
39-47	Unique Shop Number (Eight Digits - Right Justify).
48-78	Bag Numbers.
79	Card Number/2= (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).
Card 3	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Address: Number and Street.
39-54	City (Left Justify).
55-56	State (Required Entry, use code tables (state)).
57-61	Zip Code (Required Entry).

Card 3 - Continued

Column	Description/Explanation
62-64	Area Code
65-71	Telephone Number
72	"A" if Active Participant - Blank if inactive.
75-76	Year of last certificate.
79	Card Number/=3 (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).

TL 242 .B33
BEDDOW, B.
NATIONAL PA
PROGRAM :

Seitz, C

Form DOT F 17
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